

CYCLE

Gang warfare

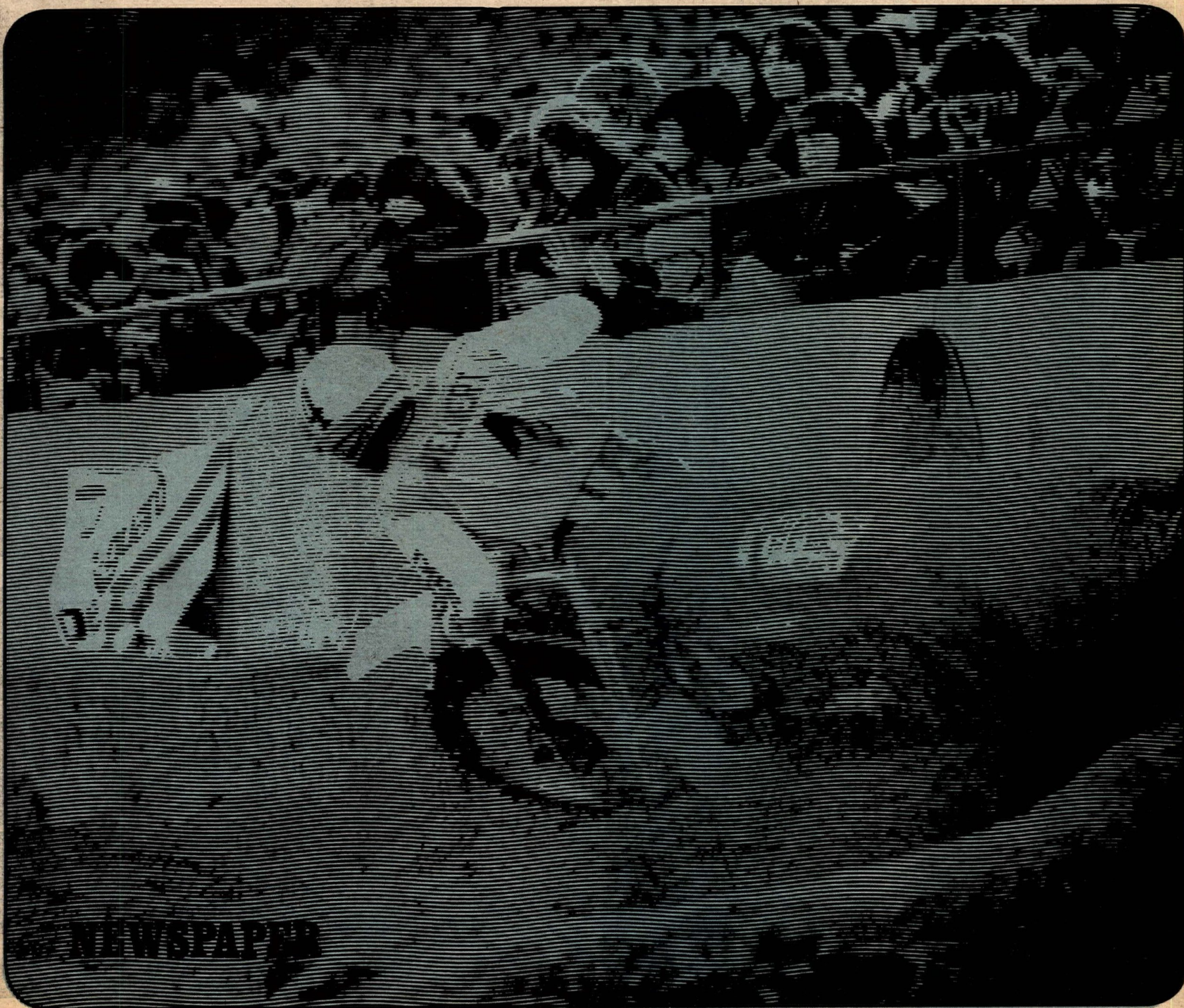
CN gang takes an April Fool's poke at Mod Cycle

2 DAYS OF MX IN MICH
SUPERBOWL QUALIFIER
CANDY ASS ENDURO
200 MILES OF VENEZUELA
2 DAY CAL CITY TRIALS

NEWS

WEST

Volume XIII : Number 13 : April 6, 1976 **50¢**



NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Dr. Peter Frank, founder of W/ERA, has resigned his medical practice and sold partial interests in several medical centers to devote full time to his organization. "I'll be living out of my van for two months," he told us recently. "And when I get back home, everything will be under control." He and Ms. W/ERA will be at the Cycle World Show April 1-4 in the L.A. Sports Arena.

We just heard that the bikes in the Kawasaki "exhibition" road race during the Long Beach GP beat the cars' lap times by several seconds on the tight, narrow course. Take that, door slammers!

Orange County chapter of M.O.R.E. gets together with BLM and the rockhounds on a joint cleanup in the Bell Mountains/Stoddard Wells area April 3-4. Saturday workday, Sunday playday or whatever. Rendezvous is nine miles off I-15 on Stoddard Wells Rd. Call (714) 558-8873 days, 750-7042 nights for more details.

We know where some of the slicky mags got their "artists conceptions" of a Can-Am watercooled 500 twin. A Rotax/Bombardier two stroke twin was raced sporadically in 1975 international road races, according to the Italian Motociclismo.

For the first time this year, the AMA is kicking in for support of the U.S. team in the Motocross des Nations. Funds to help send a strong team to Holland September 12 will come from sale of limited-edition MX des Nations T-shirts for a \$5 donation. Send to MX des Nations Support Team, c/o AMA, P.O. Box 141, Westerville, OH 43081.

National Hemophilia Foundation became the beneficiary when the winner of that Honda GL1000 (intended for giveaway at the Daytona Award Night March 4) was disqualified as ineligible under contest rules. Since most of the audience had left and a fair drawing seemed out of the question, the bike was donated as an unexpected addition to AMA's "Ride Against Hemophilia" (RAH) program. NHF in turn will use the bike for fund raising purposes.

District 36 Board of Directors voted to sweeten the pot at Lodi's daytime scrambles opener April 11 by some \$350.

Lately we've not done a "Political Lifeline" because of space limitations. However, we found one place that seems to regularly announce BLM advisory meetings in the L.A. area. Educational TV, KCET on UHF Channel 28 (usually piped in on like Ch. 3 by cable) does it in the mornings about the time the kids are off to school.

Here's one you NorCal riders need to know — Ukiah Dist. Multiple Use Advisory Board meets April 1-2 at the District Office, 555 Leslie St., Ukiah. Agenda is field tour and discussion of Cow Mountain ORV use. To go on the tour, bring your own lunch and back-country buggy.

The UEA Ride-On benefit enduro netted about \$1800 for the Desert Legal Defense Fund — great going. The legal task force so far has filed suit in San Bernardino County over the written

longer sponsor a road race effort. Kawasaki doesn't speak with forked tongue — it just changed its mind. "Yeah, we're back in racing again," said Tim Smith of the racing department. Asked about the green-meanie chances before the 200-miler, Smith replied, "Well, it's always hard to find horsepower when you've been off for three months — when you announce that you've pulled out of racing and then decide to race again."

Ron Pierce blew up his Jaguar on the Daytona banking early in speed week. Ron declined comment on the car's trap speed, but his wife, Vicki said, "We were going faster than a 250." Repair bill estimate for the broken rod and associated damage; \$1,200.

Steve Eklund's breaking in a new Shell Motors Yamaha 360 for the Dallas short track and others down the road in the Camel Pro series.

CN East's Man from Dixie, John Wyckoff, raised an interesting point for you non-AMA racers. There's no quarrel with your decision to race with and support your favorite organization — BUT, if you can buy the idea that the price of freedom is taxes, then consider the \$12 AMA dues as a voluntary "tax" you pay to maintain your freedom to ride. On track or off. Think about it.

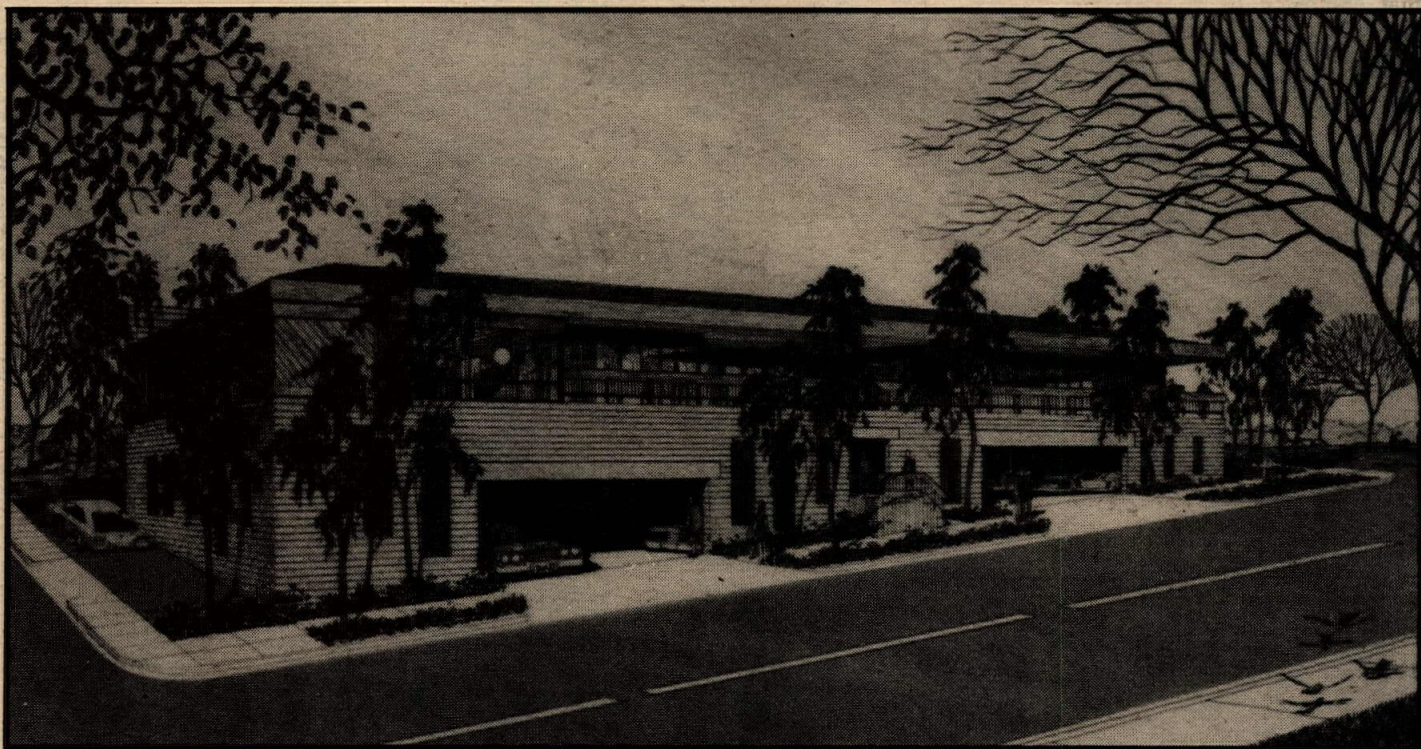
At last, there's a Curnutt shock R & R depot in the SoCal area! Charlie Jr., under the handle of WFO Industries, will take in cranky old Curnutts Thursday and Friday at 2206 Gladwick St. (near Wilmington and Del Amo) in Compton. He'll also recondition any other brand rebuildable shock and do frame heli-arcing too.

There will always be an England Dept.: Little-known efforts are still going on to produce that elusive all-British racing engine. One such is centered around Barry Hart's race shop at Barton engineering, where Barry produces 350cc and 500cc Suzuki-based watercooled road racing triples under the "Sparton" nameplate. They're about ready with all-British lower case castings which will allow them to cast loose from dependence on Suzuki and/or the salvage yard as a source for parts.

Also working out of the Barton shop is another jack-leg designer, Graham Dyson, who is scratch-building his own 250cc two-stroke V-4.

Oly-Superbowl qualifiers: Clarification of our clarification — The coming Oly Superbowl of motocross will have a 250 feature class with stars like Weinert, Smith and DiStefano. Also a 500 Support class for Eierstedt, Chaplin, etc... and a 250 Professional Novice class for the top 12 250cc and top 12 500cc riders in the seven race qualifier series. The Professional Novices will ride 250cc equipment at the Coliseum.

The big boys are having problems with their new toys as factory motocross riders are gearing up for the new GP season. At an international race held at Wuustezel, Belgian Roger DeCoster retired out of both motos after having fits with his new air-suspended works Suzuki. Jim Pomeroy was having similar problems with his Bultaco; and Willi Bauer, now riding for KTM, had his scooter suffering from many diseases before he pulled out.



The palatial Cycle News Towers will be turned into a home for wayward girls. Publisher Sharon Clayton announced today that because of the rapid growth of motorcycling in America Cycle News will be moving to enlarged quarters in a new 7,000 sq. foot office building at 2201 Cherry in Long Beach, California. The decision to turn the old offices into an insane asylum was prompted by staff evaluations. The actual move will not take place for three months, so until then applications are being taken for the CN Home for the elderly, which will be housed in the old offices in Long Beach.

permission ordinance, and went to bat for riders at recent BLM advisory meetings. D-37 legal taskers noted that Jim Honeter's Riverside County trespass case was dismissed and advised other bikers cited for riding private property and other dubious offenses that it's worth the time to go to court and fight.

There's a new short track in final grooming stages at Sears Point. Summer season will find both D-36 Class C guys and NorCal Speedway circus on the new oval.

People are still commenting on the size of Kawasaki's effort at Daytona, and on the fact that the company had announced last year that it would no

Lori Barbarus, 2209 E. Simpson, Fresno, CA 93703 wants to hear from Central Californians interested in forming a speedway fan club. It was bound to happen.

Rick Hocking (H-D) won his third straight Cal Rayborn Memorial Race which was held at South Bay Speedway in San Diego. Scott Pearson (H-D) picked up the Junior win, and Steve Carrillo (Yam) did it to the Novices. Full story next week.

Dodge van owners — expect your timing chain and junk plastic cam gear to self-destruct after 60,000 miles. They are not as much fun to replace as they are to wear out.

CZ is rumored to have a completely new bike in the works which will make its debut next year. It will have a center port engine, porcupine head, and super-long air shocks in the rear. Other details will be added, but they are unclear at this time, which will make this a radical departure for the otherwise conservative Czech firm.

Honda has announced its official return to the European road race circuit. Honda UK and Honda France will represent the factory in nine long distance races during the season with a team of eight riders and one reserve. New bikes will be used but details about them aren't final yet.

Zephyr Films of Lafayette, Louisiana is presently involved in the final editing of a 1½ hour feature length film entitled "The Champions." Cycle News contributor Jim Gianatsis, who has been asked to write the script for the film which follows Jimmy Weinert's 1975 500cc National Championship winning year, described the action as being "better than the 'On Any Sunday' motocross sequence." The \$40,000 production is scheduled to be shown in New Orleans on June 1. Distribution plans have not yet been announced.

The AMA Professional Rules Committee will hold a single meeting on May 4-5 to establish competition rules for 1977. In previous years the committee has met twice. All proposals for changes to the rules which govern all areas of AMA Professional competition must be submitted to committee chairman Bill Boyce, AMA director of competition, no later than April 4. Interested parties may contact their rider or industry representative or submit their proposal direct to Bill Boyce at AMA Headquarters in Westerville, Ohio.

Rumor has it that Pops Yoshimura will be busy doing research and development work for two major Japanese motorcycle manufacturers. Suzuki, reportedly, has already contracted him for four-stroke testing (!) and Yamaha has approached him to work his magic on their four-stroke 500cc single and the new three-cylinder 750.

A mail ballot of the AMA Professional Rules Committee has clarified questions raised by elimination of the Junior class for AMA professional road racing. Delegates to the committee by a two-thirds margin, ruled that: "Juniors that competed in at least two 750cc professional races during a season, in 1975 or before, can transfer to Expert and ride both lightweight (250cc) and heavyweight (750cc) equipment."

Planning to run a Kawasaki Z-1 in the AFM 6-hour race, April 18? If you're eyeballing the new rear cast wheels on the KZ-900, be aware that they can be fitted to the rear, but they must be the original 16" wheel. AFM rules which require that the stock hubs must be retained will be enforced. Likewise, stock exhaust must be used. Monoshock BMW's will be shot on sight.

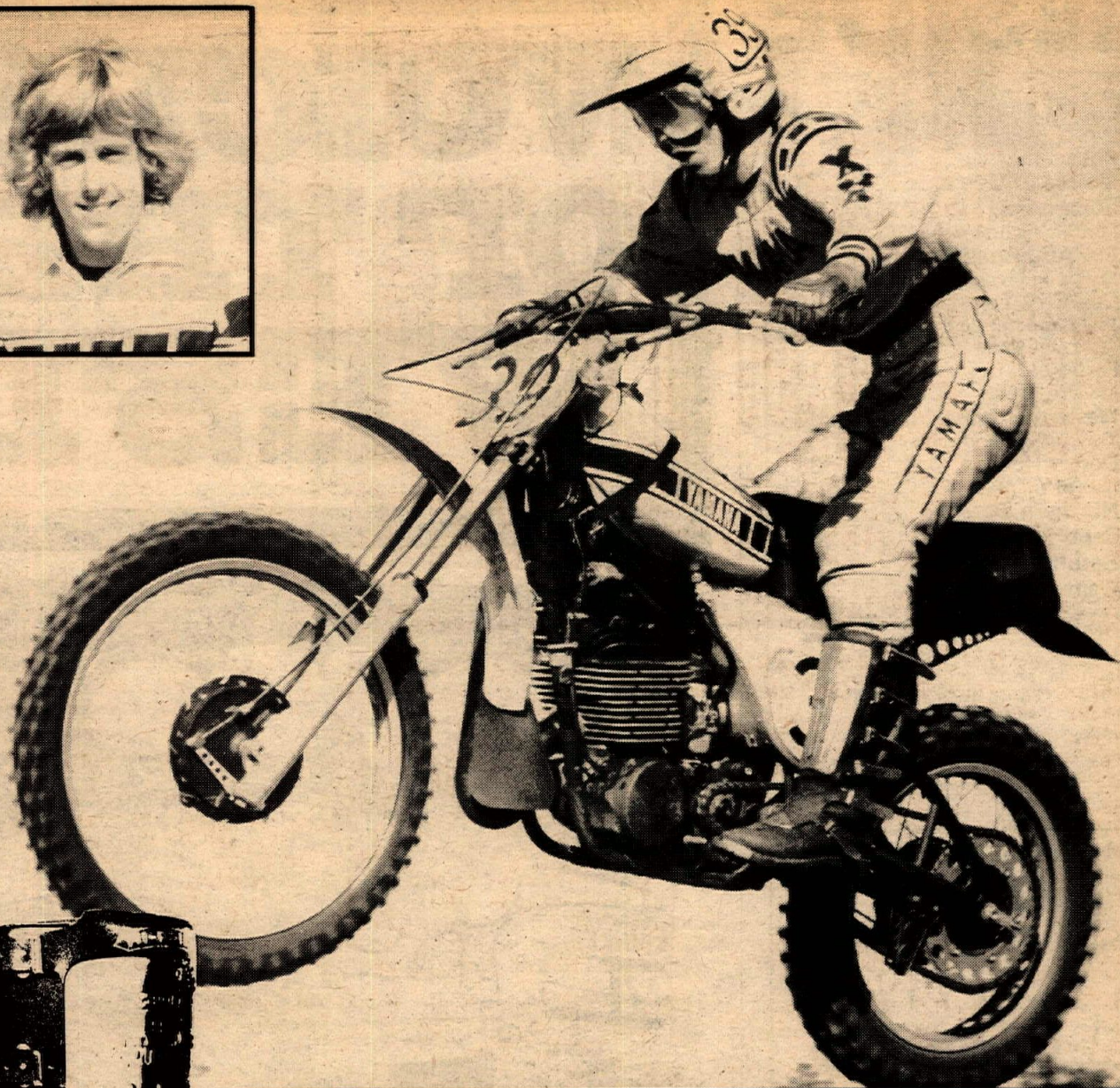
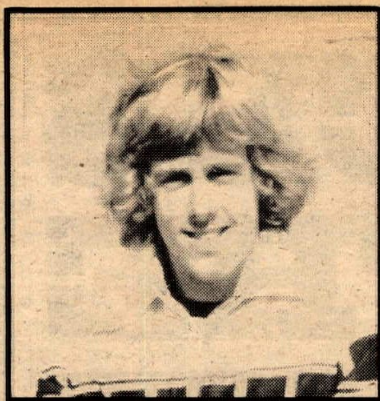
The Hawthorne High School Motorcycle Club is at it again. On April 8, 7:30 p.m., they'll be showing a bunch of Clyde Earl's all time great racing flicks on the corner of El Segundo and Englewood Avenues. \$2 will get you in at the door, or pick up a ticket for \$1.50 at your local bike shop. Hawthorne High has it together.

The quite unofficial Formula 750 points standings after the first two rounds show Gary Nixon first, Steve Baker and Johnny Cecotto tied for second, Michel Rougerie is fourth and Pat Hennen/John Newbold tied for fifth.

Plans are going ahead to debut the Norton Challenge at Imola. Cooling problems in the transmission have been overcome and it is hoped that similar problems with the radiator will be solved. This will be the first real test of the Challenge in an international event. Dave Croxford and/or Victor Palomo will carry the Challenge colors.

Get yours now dept.: British weekly Motor Cycle News is running an ad for a really spiffy bike — that's if your idea of spiffy is a '55 Cadillac. It's called the "Cossack-S", and is designed for "the sportsman in the Cossack family." Don't know whose family they're talking about, but it's not mine. They cost only \$1162 a piece, and look like a pile. So why not get a pair today?

In an effort to challenge the strength of the present Spanish dictatorship of the trials world, KTM will field a six speed plonker in this year's Scottish Six Day Trials which will be held in May.



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ON THE COVER — Jammin' Jimmy carves a Pontiac Stadium haybale berm under a thousand eyes — Photo by Charles Morey.

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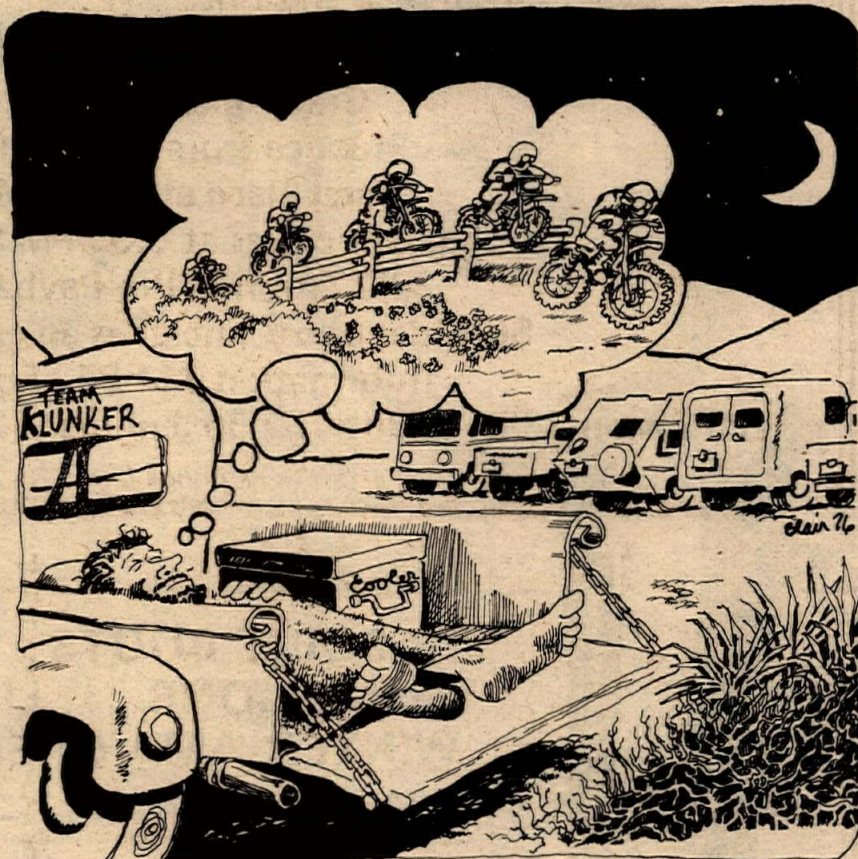
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VOICES OF THE WEST



JIM BLAIR

Get out the vote

It is fairly commonplace to hear desert bikers complain about government not giving a damn about us. Now you riders in the 39th Assembly District have a chance to put up or shut up!

Bob Hayes is a District 37 Desert Expert, and also a candidate for State Assembly. He will lose in the primary without your help. He needs two things, money (small contributions add up), and volunteers to help in campaigning. He needs bodies to help with the mailouts, to answer telephones, to engage in telephone campaigning, to go door-to-door talking or delivering literature and get out the vote efforts.

If Hayes can develop a large corps of volunteers, bikers will become a viable political force whether or not he wins. If not, we deserve what we get.

PAT RICE
Lomita, Calif.

Do it yourselfer

I want to compliment Grand Prix Specialties in Burbank.

As a shoestring desert racer with a blown CZ engine you can imagine I was pretty sad, but their patience and advice made it possible for me to rebuild it myself and made the whole thing as near a pleasure as it could be.

NOEL PARK
DRA 378x
San Pedro, Calif.

Hospital stop

On March 21, Ronnie Marx was seriously injured while competing in a desert race. MDRA wishes to say thank

you to rider Lee Fabry, who gave up a good overall position to aid Ronnie. Riders and friends may send cards to RON MARX, c/o KAISER SUNSET HOSPITAL, ROOM 468, 4867 SUNSET BLVD., LOS ANGELES, CALIF.

PATTY KELSAY
Rialto, Calif.

Much obliged

I would like to thank Rescue 3 for their outstanding work when I was injured at the Maywood M.C. race at California City. Also, thanks to several clubs who notified my club for me and the two boys who waved people away while I was down.

FRED TRAGAR 67c
Bellflower, Calif.

Big time MX- Small time winnings

After attending the Daytona races and the AMA Victory Dinner Sunday night, I am compelled to write this letter.

I feel the size of the purse was scandalous. The program lists the prize money for first place in the 200 mile National Championship as only \$10,635; first place in the Expert Lightweight race as \$1420 and first place Superbike Production as \$630.

The Motocross riders fared even worse! First place each moto: 250cc - \$335; first place each moto: 500cc - \$105.

Attendance figures of about 100,000 people for the two days at a minimum of \$10 per person amounts to \$1,000,000, not counting the admission fees for Wednesday, Thursday and Friday. Total purse: \$60,000 or about

6% of the gate. Riders in small, local MXes win more than that!

The riders and the AMA should be entitled to about 20% of the gate or about \$200,000 for the week. Such a purse would enable the AMA to pay first \$32,000 (a little more than one-half as much as the winning stock car driver).

Tony DiStefano earned \$3300 for his day's work and the first place rider in the 500cc Motocross won \$750, including contingency money. Wayne and Bobby Sullivan of Sullivan Bros. Dist. Co., and Bettencourt's Honda donated a total of \$300 for lap money for the motocross.

We did our share. NOW to get the promoters to do their share!

DICK BETTENCOURT
West Bridgewater, Mass.

How shocking

I'm glad someone like Kenny Roberts finally suggested something be done about limiting motorcycle power in racing. The cars had to do it, and they did, through carburetor limits. This would be an easy way to limit motorcycle engines and might encourage a few four strokes.

It's too late now, but a few years ago they could have limited wheel travel and saved us bikers thousands of dollars in shocks and out-moded bikes every six months. After all, the courses just got rougher anyway, so we ended up with a more expensive machine to fix.

MICHAEL POLISH
McGill, Nevad

It's a crime

I protest the rip-off perpetrated upon the riders and spectators at the Daytona Supercross. Over 30,000 spectators paid \$10 to \$15 to watch six heats of a motocross. With half a million dollars kicking around in the kitty, how much was paid out to the riders? Would you believe a piddling 3.4%? For winning the 500 Support classes, Monte McCoy won only \$755. This is Professional motocross, but the money paid out at this event and other events like it is so little that the best professional riders in this country can't even make travel expenses to the events.

How can we hope to attract and keep fine young athletes in this sport when the only racers able to live off it have to be supported by a factory just to stay alive.

I will not be at the next Daytona Supercross. My \$15 will stay in my pocket. The promoters who made over \$300,000 on this event will certainly not miss me, and the riders will probably not miss my 51¢ either.

BILL BOLES
Brockton, Mass.

If you must

Allow me to register my disgust and amazement with the cover of your March 23 publication.

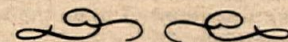
The illustration that was meant to capture the essence of Ascot racing was totally without merit. Not only was it without humor, it was also of the most base high school drawing skill.

I am surprised and disappointed at your complete lack of taste, and I hate to think this illustration was displayed on newsstands for a week showing that image of Ascot racing to the public.

Usually I am very proud to be a motorcycle enthusiast, but every once in awhile this sort of trash makes me wonder if we do deserve the public's respect.

DENNIS ASBURY
Long Beach, Calif.

Your letter was the only complaint we received about that cover. Are you sitting on your sense of humor?... Editor



The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

UP SHOT

W/ERA Update

In case you're in possession of one of those super-zoot two color W/ERA brochures, the Western schedule is wrong, already. The April 3-4 Las Vegas Regional has been moved to the weekend of April 17-18, (Easter) and the Phoenix date listed for Easter weekend is cancelled. In the Divisional schedule, next race is April 24-25 at Texas World, then May 8-9 a Divisional at Willow Springs, Calif., possibly combined with that postponed 200 mile enduro.

In respect to the CRRC/WERA pact in Texas, both organizations have "rearranged" their schedules for a total of 12 Texas road races (there would have been 19 otherwise), but firm new dates have not been released. In a general letter released March 22, CRRC stated that it had dropped its AMA affiliation "only with great reluctance". Apparently, this means that the April 11 CRRC race, announced earlier as an AMA Amateur qualifier, no longer carries that distinction.

Tales of the Venezuelan Jungles

Even though Steve Baker won the 200 Miles of Venezuela, lap charts showed that he lost a lap in the pits... Throughout the ensuing two days of protests that followed Baker's victory, Steve remained calm and collected while Gary Nixon fought for what he thought was rightfully his, which was first, of course.

A pole was conducted among the riders who participated in the race, and the answer to nine out of ten questions was "No problem."

Kenny Roberts and Gene Romero didn't show, but they've raced in Venezuela before.

Of the winners' prize money, 18% was deducted for tax purposes, and another 18% went for something the promoters called "hotel tax".

The Venezuelan Motorcycle Federation shares the same building with Venemotos, the importer for Yamaha.

And they think they have crowd problems here: during intermission at the race, the 25,000 member crowd was hosed down with fire hoses.

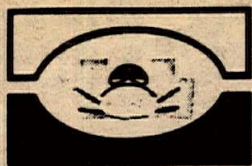
Which father knows best? The fathers of Barry Sheene and Phil McDonald had an argument over a statement made by the elder Sheene accusing the American team of cheating during the British Match Races.

Dorresteyn loses last battle

Services were held March 29 for "Mr. TT, Double D," Dick Dorresteyn, who suffered a fatal heart attack March 25. Four years ago Dick received a pacemaker which kept him going until six months ago when he became totally disabled. Dick had two National TT events to his credit, Peoria, Ill. 1958 and Ascot Park 1962. These wins gave him a berth in the top ten Grand National point standings in 1958 and 1959. Dick retired in the mid sixties, his last appearance in professional racing was on the half-mile at San Jose. In the early sixties, Dick was referred to as the best TT rider in modern day racing.

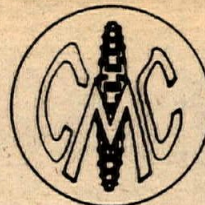
On the line

Coming up next week will be the first National Championship Motocross of the season at Hangtown. Defending Champions Marty Smith and Tony DiStefano will put their 125 and 250 titles on the line and we'll be bringing it to you right away.



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Admission \$3.50 Adults \$2.50 Juniors (13-16) \$1.00 Children

Sand canyon off-ramp of the Santa Ana (5) Freeway in East Irvine

Irwindale MX

The Number One Night Motocross in the U.S. would like to congratulate Bill Rubly on his marriage, David Taylor on his divorce, and Gary Denton on his plaster. We would like to remind you riders that the 4-stroke night is the Second Fridays, April 9th and May 14th. The over 30 gang runs on April 16th and May 21st. Gates open at 4:30 PM, Practice 6 to 7 PM, First race at 7:30 PM. All CMC classes run every Friday. The pit tootsies keep getting FINER, the motorcycles FASTER, and the announcers are getting senile. Real food, real grandstands, real parking area, real heads. ALWAYS THE INNOVATOR, NEVER, THE IMITATOR — IRWINDALE RACEWAY. Irwindale Ave. exit off the 210 Freeway in the luscious San Gabriel Valley.

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thru March 31st
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**Don't defy it -
Keep it quiet**



Supercross IV

Smith/Honda strike Motor City gold

By Charles Morey

PONTIAC, MICH., MAR. 26-27

Odds makers wouldn't have given Honda's teenage 125cc U.S. Grand Prix winner Marty Smith an even break at the Pace/Delta Motor-

out-elbowed the competition through turn one and shot into the lead — a position that he'd retain throughout the moto. Pierre hounded his teammate tenaciously for the first half of the moto, pressing and waiting for Smith to make a split second slip up which never came.

Howerton and Weinert were engaged a fierce fight for third. Kent held off



PHOTOS BY CHARLES MOREY

Rocket Rex Staten (46) joins the Moto-Star switchers. (Opposite page) high flying Marty Smith took his RC250 to the win. (Left inset) end zone view. (Right inset) Howerton and Ellis. (Bottom inset) Support winner Eierstedt.

sports promoted AMA Supercross event. Although Marty's an exceptional rider on any size machine, the 250cc bikes were not his specialty. The Pontiac track ("It's just like Florida!" Jimmy Ellis called it.) was certainly more suited to recent Florida Winter-AMA contestants Tony DiStefano, Jimmy Weinert, Steve Stackable and all. Pierre Karsmakers, a veteran of the infamously sandy Dutch tracks, was also a likely overall winner. But when the last checkered flag of the two-day, four-moto race had been displayed, Smith had edged teammate Pierre Karsmakers by a three-point margin.

Pontiac Stadium's sandy, and of course super tight, track offered a change of pace from the hard packed clay surfaces of previous weeks. Practice this week was especially interesting. Using every available square inch of the playing field surface, the promoters managed to cram in a course that took approximately one minute to lap, and in doing so, put the abrupt bermed turns within a few feet of the row one seats.

Rich Eierstedt put his red RC on top of three out of four 500cc Support class rounds leaving the only non-Honda professional moto win to Suzuki rider Gary Chaplin.

Suzuki's Winter-AMA winner, Tony DiStefano, had recovered from his Dallas endo cuts and bruises, but got his left foot caught in front of the footpeg in Pontiac practice, bending it back under. The result, a painful bruise, allowed Tony D. to ride the two Friday night motos, placing 8-14, but kept him out of the Saturday night action.

Practice also unveiled an exhaust smoke problem. Pontiac Stadium features an air-supported roof, the

largest in the world in fact, and putting standard exhaust fans would be like cutting a vent hole in your favorite sky diving chute.

"I'd rather live in downtown L.A. than this," ex-easterner Jimmy Weinert quipped following a red-eyed practice session.

Friday in the balloon

The chartreuse charger, Jammin' Jimmy Weinert, put his Steve Johnson tuned Kawasaki out in front on lap one of the 250cc program keeping an even spray of sand aimed straight back at a persistent Pierre Karsmakers. Husky's Kent Howerton held off Can-Amster Jimmy Ellis for third as Terry Clark, Marty Smith and Tony DiStefano followed.

Less than four minutes into the 20 minute (plus two laps) moto, Ellis bumped Howerton's rear wheel and stalled the motor. Smith, just a couple bike lengths behind, lost it in the deep sandy berm and got off. He remounted still ahead of Tony D. who'd followed him past Clark.

Lap five saw a tough four-rider front contained within a four second interval. Weinert still held off Karsmakers while a Howerton/Ellis duel had carried them right up behind the leaders. At the halfway point, Ellis finally passed Howerton. One lap later, Karsmakers overtook Weinert for the lead which he held until the end.

Jimmy Ellis, with approximately six minutes left, dropped back behind Howerton. Smith also passed Ellis before the flag for fourth. Ellis appeared to be having a problem with his throttle, working it with obvious difficulty. Sand in it, perhaps, from a crash.

Round two signaled the beginning of Marty Smith's self-assertion as he

Jammin' for two laps before Weinert squeezed past on the third.

Steve Stackable saw a likely six overall (for both days) go down the tubes when he and John Savitski tangled midway through the moto. John's leg got pulled into Stack's rear wheel wedging his boot between the tire and swingarm, and several minutes were lost as Suzuki mechanic Bernie Thompson freed Savitski's foot. John suffered bruises and sported a noticeable limp the next night, but both riders continued to finish all four motos.

Meanwhile, Mighty Marty had broken loose of Pierre's hold and built up a sizeable lead. Jammin' Jimmy and Kent "The Rhinestone Cowboy" Howerton closed on Pierre and started a tough three-way scrap which ended when Weinert fell in a deep sand turn. Kent tried in vain to get around Pierre, finishing right on his rear wheel at the flag, as Jammin' cruised in back in fourth. Tommy Croft put another Honda in the top five with a fifth place. Mickey Kessler's J&R Yamaha took sixth.

Saturday under the 'chute

Nearly 24,000 fans filed into Pontiac's new Municipal Stadium for Saturday night's show... a figure that almost doubled Friday evening's sparse attendance statistics. Following a half hour delay as spectators were shoofed from the scorers' area and rechanneled up into the press level (the reserved seats had accidentally been sold, and the paying spectators were very reluctant to surrender their front row seats), the race began.

Once again, it was Marty Smith who led the field through the opening lap. Pierre Karsmakers held second place for the first few minutes, then "Rocket

Rex" Staten weaseled his Harley-Davidson past. Following along in fourth was Mickey Kessler.

Steve Stackable held down fifth ahead of Weinert, Ellis and Howerton... a situation that was not to last for very long. Two laps later, after having swapped places with Ellis at least once, Jammin' caught and passed Stackable. Ellis followed a minute later. Steve continued to drop back even farther. After Friday night's race, he'd had the misfortune to consume some bad food at a pancake house, and he'd spent all day Saturday sick in his room.

Marty Smith lost his lead spectacularly seven laps into the moto as he overshot a turn, hit the wall, and was spit over the railing into the crowd! Rocket Rex took over, followed by Pierre, Kessler and Weinert. Marty regrouped, restarted, and began a long WFO charge back toward the front.

With four minutes remaining on the scoreboard clock, Pierre Karsmakers overtook Rex Staten. The top five riders, however, all ran within a five second stretch: Karsmakers, then a tight foursome of Staten, Smith, Ellis and Weinert. It was still anyone's race.

With less than two minutes to go, Marty Smith brought the crowd (who had been riding with him since the into-the-stands number) to its feet by going by Staten into second place!

The moto ended with Pierre the winner, Smith second, and Weinert third over Ellis after having passed him with approximately three minutes left on the clock.

The final round would be the decider. Pierre, with a 1-2-1 score, held the advantage, but Smith's 4-1-2 kept him in the hunt.

Smith again grabbed the lead as the final moto got off after one restart when the gate malfunctioned. Jammin' was in second, and with a 2-4-4 three moto score, apparently had hopes of breaking up Honda's top twosome. Staten, putting in a great Saturday night that had Harley's crew in ecstasy, held third over Howerton, Karsmakers, Croft and Stackable.

Jimmy Weinert's bid for the top was foiled almost immediately as the Kaw threw its chain on the opening lap, dropping Jammin' to an instant 15th. Kent Howerton made a move at the eight minute mark that put him past Staten and into second place where he'd stay for the remainder of the night.

Pierre lost out on taking the overall win on the last lap of the last moto when his pipe which had broken in two from the vibration, robbed the Honda works bike of its power.

Although Karsmakers lost four places in the last moments of the race, he still scored second overall. Weinert recovered from his thrown chain problem to take sixth in the final moto for third overall, and Kent Howerton, despite his third round crash and subsequent 10th place finish, took fourth. The man from Harley-Davidson, Rex Staten rounded out the top five.

Support class

Rich Eierstedt and Gary Chaplin both scored moto wins in the 500cc Pro race, but Eierstedt's three out of four put him safely (but not easily) on top. The Support racing for the weekend was unquestionably as tough and crowd pleasing as the big-money 250cc event.

John Ayers and Bobby Harris waged a continuous battle for third place with Michigan's Mike McIntosh running a consistent fifth place and often breaking into the top four.

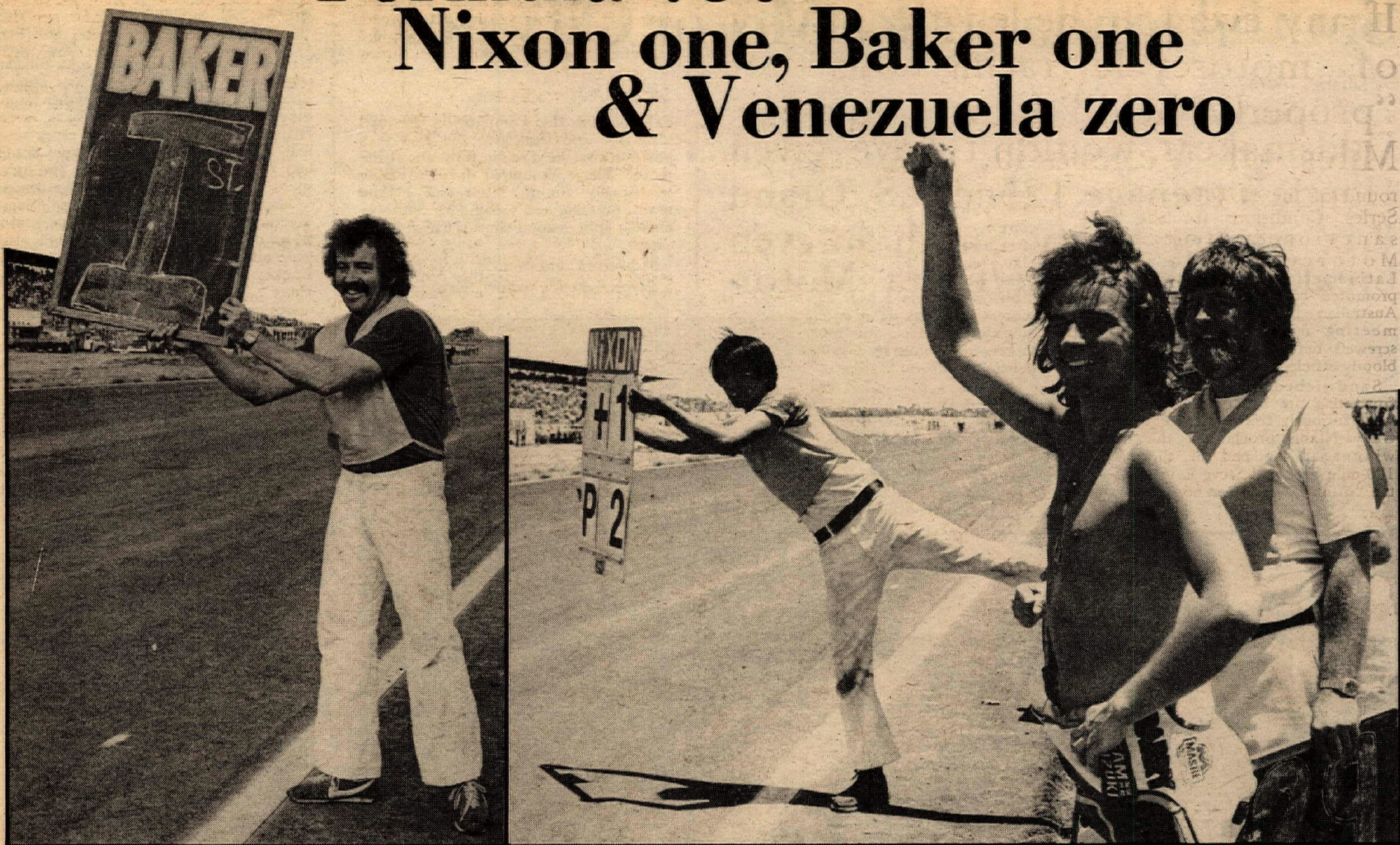
Results

250cc: 1. Marty Smith 4-1-2-1 (Hon). 2. Pierre Karsmakers 1-2-1-7 (Hon). 3. Jim Weinert 2-4-4-6 (Kaw). 4. Kent Howerton 3-3-10-2 (Hus). 5. Rex Staten 6-7-3-3 (H-D). 6. Tommy Croft 11-5-8-5 (Hon). 7. Mickey Kessler 9-6-6-8 (Yam). 8. Terry Clark 10-9-7-9 (Hus). 9. Jim Ellis 5-8-5-18 (C-A). 10. Steve Stackable 7-17-9-4 (Suz). 11. Gaylon Mosier 12-10-11-14 (Mail). 12. Tim Hart 18-11-12-10 (C-A). 13. Don Sinclair 15-12-14-12 (Yam). 14. John Deemer 14-13-13-13 (Suz). 15. John Savitski 13-18-15-11 (C-A). 16. Tony DiStefano 8-14-18-18 (Suz). 17. Jack Mayer 17-15-16-18 (C-A). 18. Mike Priha 16-16-18-18 (Hus).

500cc: 1. Rich Eierstedt 2-1-1-1 (Hon). 2. Gary Chaplin 1-2-3-2 (Suz). 3. John Ayers 3-3-5-3 (Mail). 4. Bob Harris 4-4-2-4 (CZ). 5. Mike McIntosh 5-5-4-6 (Suz). 6. Joseph Gretchen 7-6-8-8 (Suz). 7. Bobby Pickard 6-15-6-5 (Pen). 8. Ted Folts 9-9-10-9 (Mon). 9. Dickey Nowell 10-8-9-11 (Pen). 10. Martin Murphy 8-7-13-15 (Suz).

UNOFFICIAL AMA SUPERCROSS POINT STANDINGS INCLUDING PONTIAC: 1. Jim Weinert 288. 2. Kent Howerton 274. 3. Pierre Karsmaker 257. 4. Jim Ellis 221. 5. Tony DiStefano 189.

Formula 750: Nixon one, Baker one & Venezuela zero



Steve Baker and Gary Nixon's pit boards signal who won. One race, two winners and 45 losers.

Gold Rush Enduro

Randsburg, California 2/1/76
Steve Keull — 1st A-250

National Championship Enduro

Franklin, Georgia 2/29/76
Herluf Johnson — 1st A-250
Second Overall

“Doing it in the Dirt”

I.S.D.T. 2-day Qualifier

Forked River, New Jersey 2/28/76
Dave Hulse — Gold
Ron Lemastus — Gold
Earl Law — Gold
Glen Clark — Gold
Chas. Vincent — Silver
Dick Jung — Silver

I.S.D.T. 2-day Qualifier

Fort Hood, Texas 3/13/76
Dave Hulse — Gold
Ron Lemastus — Gold
Earl Law — Gold
Ted Uzzle — Gold
Steve Keull — Gold
Dick Jung — Bronze

SAN CARLOS, VENEZUELA, MARCH 21

If any event in the lengthy history of motorcycle racing was not "properly held" it was the 200 Miles of Venezuela, the second

round of the 1976 Formula 750 Series. Conditions for the FIM sanctioned, Venezuelan Motorcycle Federation/Latinamerican Motorcycle Union promoted road race were despicable. Australian John Dodds summed the meeting up by saying, "I've been screwed before, but never with such bloody efficiency."

Sandwiched between the many frustrating pre and post-race incidents was a furiously contested race that saw Gary Nixon proclaimed the overall winner at the end of the second 100-mile heat and Steve Baker listed as the "official" winner an hour or so after

float bowls. The stop would prove to be the subject of major post-race controversy. Many onlookers contended after the race that Baker got off his bike, removed his helmet and took a drink while Bob Work took care of the problem. The consensus of the official scorers was that he re-entered the race in sixteenth place. But most unofficial scorers logged him in their lap records as being a lap down.

Hansford's Kawasaki overheated and he retired from the race after the eighth lap. On the tenth lap the order was Cecotto, Kanaya, Sheene, Pat Hennen, Patrick Pons, Victor Palomo, Gary Nixon, Michel Rougerie and Baker.

On the eleventh lap Palomo jumped

Other American placings were John Long (11th), Larry Bleil (13th), Mike Clark, who had stepped off (23rd), Phil McDonald, who had suffered a boosied clutch at the start (25th), Pat Hennen, who had also stepped off (28th), and retirees Steve McLaughlin and Hurley Wilvert.

Second 100 mile heat

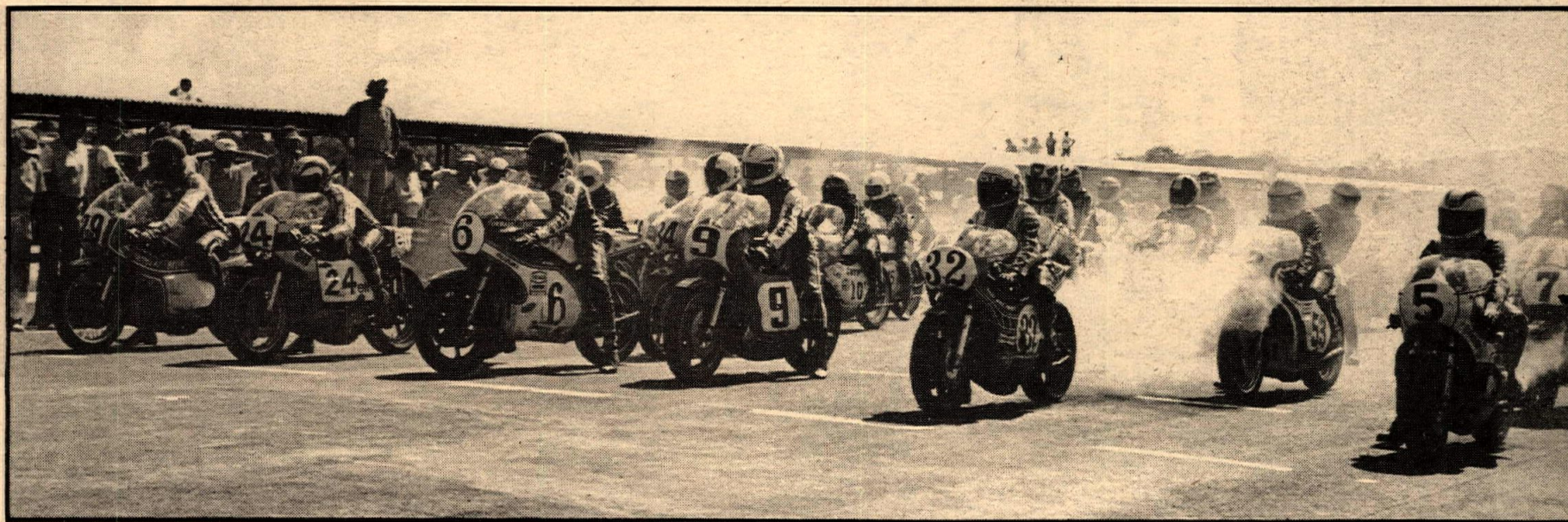
When grid time came pandemonium once again set in, but this time it wasn't overzealous onlookers, but the riders themselves who were in an uproar. Informed that they should grid just as they had done for the first leg, the gaggle of competitors let out a howl which probably was heard back in Caracas. After a multitude of "no problem" answers, a first leg result sheet was produced and the riders and mechanics began to shuffle their bikes into something resembling a starting grid.

Cecotto had the pole-no question about that-but from there on across the front row there was total confusion. Baker and Nixon both wanted the second spot; Cleek, Newbold and Rougerie all wanted a front row start; and the officials just said-right--"no problem." So, six riders occupied the

missed a beat on the 27th lap as their hero Johnny Cecotto pulled into the pits and retired from the race. Early reports had Cecotto retiring due to heat prostration, but it was later revealed that he wears contact lenses and had been forced out when dirt got under one lens, leaving him with vision in only one eye. Whatever the reason, spectators began a mass exodus from the track; their hero was out and they were let down.

The "official" results of the second heat showed Baker winning, followed by Nixon, McDonald, Hennen, Long, Newbold, Cardozo, Rougerie, Ruiz and Fusine occupying the top ten spots. The errors were obvious and Phil McDonald's father, Norm, shook his head and said, "Phil was fifth. A strong fifth. But third? These guys are crazy."

Baker, pumped by what he assumed to be an overall victory, was jubilantly greeted by "Bo" Work and a horde of Yamaha employees. Nixon, in turn, pulled his bike up to his pit, stepped down and took off running for the showers. He was accompanied by Erv Kanemoto, who later said, "Gary half ran, half stumbled his way into the place and collapsed on the floor under one of the showers." That floor, by the



The five-man front row with Cecotto (5), Baker (32), Nixon (9), Newbold (6), Rougerie (24) and Cleek (29). Yes, that is six men.

the nation had watched, via live television, the winners' circle ceremonies honoring Nixon.

First 100 mile heat

Pandemonium surrounded the starting grid as the minutes were signaled down via the starter's time-boards. Hundreds of onlookers, all bearing some form of "official" pass, crunched together in hopes, presumably of snapping a picture of Johnny Cecotto. While policemen, soldiers, officials, etc. worked to move the crowd off the edges of the track, Gary Nixon worked his way up to his starting position with less than two minutes to go. He had punched a hole in the bottom end of his Erv Kanemoto prepared Kawasaki when a connecting rod broke during the last practice session on Saturday and Kanemoto had worked until nearly midnight on an engine supplied by Neville Doyle, Hansford's mechanic. In a three-lap practice session Sunday morning the head, one of Kanemoto's "trick" numbers, cracked, causing a wide-open rush job. Kanemoto worked up until the last minute grinding out a stock head, installing it and pushing Nixon away--all while suffering with the flu.

When the green flag dropped it was Gregg Hansford away first followed side-by-side and wheel-to-wheel by Barry Sheene, Steve Baker and Johnny Cecotto. The quartet crossed the start/finish line in that order at the end of the first lap as the disappointingly small crowd of an estimated 25,000 cheered their hero on with a "Cecotto-Cecotto-Cecotto" chant.

Cecotto led Hansford, Baker and Sheene across the line at the end of the second and third of the thirty-nine laps, but it was still anybody's race among those four, plus a closing Hideo Kanaya.

Lap four saw Baker pull into the pits with a stuck float in one of his carb's

Hansford on the DNF list which already included Hurley Wilvert, who dropped out almost immediately with a seized engine, several locals including Cecotto's older brother Jose, who if nothing else earned the "squirrel of the week" award for his constant buzzing up and down the pit lane, and Fred Guttner, who jumped off.

The following lap saw Barry Sheene pull out of the race with a broken connecting rod. Sheene had been hot on Cecotto's tail, but his retirement left Kanaya approximately ten seconds in arrears of Cecotto. On the same lap Pat Hennen's Suzuki began "popping" and he pitted on the following lap for some quick pit work.

Cecotto maintained a ten to eleven second lead over Kanaya up to the eighteenth lap. On that lap Kanaya "... slowed down because I was being signaled that I wasn't gaining, but had a secure second. Just after I slowed down I then (waving arms to indicate wobble) and I then boom!"

With Kanaya retired it was all Cecotto up front. Behind the 20-year-old 350cc World Champion positions were being switched around by gas stops, fast riding, consistent riding and retirements.

Baker had either moved up into second (according to the officials) or unlapped himself from everyone except Cecotto (according to most riders' crew members who were keeping lap charts).

Behind Cecotto or behind Cecotto and Baker a dice was going on between Nixon and Pons for second--or was it third? Nixon was slow getting away from his pit stop and fell behind Pons, but the French rider stepped off on the 35th lap and broke his left leg.

The "official" results posted following the first heat listed the top ten as Cecotto, Baker, Nixon, Newbold, Rougerie, Randy Cleek, Ted Henter, Cliff Carr, Ken Blake and Pat Evans.

"five-man" front row and the race was flagged off.

Cecotto led Nixon into the hairpin turn at the end of the front straight/sweeper and there Nixon pulled off a magic trick that had him asking everyone the following day if they had either seen it or preferably taken a photo of it. British journalist Mick Woollett had been on the spot and said, "No, I don't have a shot of it. I kept holding off moving my trigger finger because I was sure you were going to crash." Nixon, who described the rapidly breaking up track as a "dirt track," called the incident the "best get-off without getting off I've ever pulled off."

Baker, Rougerie, Nixon and Sheene followed Cecotto across the line at the end of lap one. By the third tour of the circuit Cecotto had a four second lead on Baker, who was pulling away from Rougerie, Sheene, Nixon, Newbold, Wilvert, Long, Cleek, Hennen (who was using Sheene's spare bike's fairing, thus confusing everyone with the second number 7 in the race), Henter, Bleil and Evans.

Mike Clark pitted for some quick attention from his dad and mechanic Mack Kambayashi on the seventh lap; Sheene got by Rougerie on the ninth lap only to drop out of the race on the eleventh go-around; and Cecotto just kept piling up seconds on Baker.

By the thirteenth lap the field was whittled down to 25 and lapped local riders on the front straight took quick glances to the rear to determine whether or not the "rocket-ship" guys were going to rattle their fairings again.

Cecotto had a half-minute lead over Baker on the 25th lap with Rougerie a distance behind Baker but six seconds ahead of Nixon.

The hearts of millions of Venezuelans

way, had been turned into a watery pool containing human excrement, courtesy of the many natives who had no better sense.

Approximately a half-hour after the finish of the race Nixon was summoned to the winners' circle where he was proclaimed the victor and awarded trophies, wreaths and ribbons. He was joined by Baker, who was awarded the second place trophy, and the pair wearily shook hands while the television cameras rolled on and the local photographers elbowed and shoved their way into a better position to photograph the man who had done the impossible. The man who had beaten Cecotto in Venezuela. Which of the two--Nixon or Baker--was the man? We'll have to wait a month or so until the FIM holds their spring Congress, at which time the protest lodged by Nixon will be decided. Also to be decided is the finishing positions of Newbold and Rougerie.

As Mississippian Bart Clark, one-third of the Randy Cleek sponsoring B.S.&W. Racing Team, put it, "Venezuela is full of el toro poo-poo."

Unofficial Results

1. Steve Baker (Yam); 2. Gary Nixon (Kaw); 3. John Newbold (Suz); 4. Michel Rougerie (Yam); 5. John Long (Yam); 6. Randy Cleek (Yam); 7. Cliff Carr (Yam); 8. Roger Ruiz (Yam); 9. Larry Bleil (Yam); 10. Rogelio Cardozo (Yam); 11. Pat Evans (Yam); 12. Ferruccio Fusine (Yam); 13. Jorge Maalm (Yam); 14. Phil McDonald (Yam); 15. Pier Forester (Yam); 16. Walter Tucano (Suz); 17. Mike Clark (Yam); 18. Pat Hennen (Suz); 19. Johnny Cecotto (Yam); 20. Denise Casserini (Yam); 21. Luis Gomez (Yam); 22. Santiago Gonzalez (Yam); 23. Ken Blake (Yam); 24. Marcos Luger (Yam); 25. Edmar Ferreira (Yam); 26. Ted Henter (Yam); 27. Eduardo Aleman (Yam); 28. Marcos Mujica (Yam); 29. Luis Fernandez (Yam); 30. Patrick Pons (Yam); 31. Alfredo Acosta (Yam); 32. Barry Sheene (Suz); 33. Hideo Kanaya (Yam); 34. John Dodds (Yam); 35. Hernan Gil (Yam); 36. Steve McLaughlin (Yam); 37. Victor Palomo (Yam); 38. Gregg Hansford (Kaw); 39. Fred Guttner (Yam); 40. Jose Cecotto (Yam); 41. Antonio Meireles (Yam); 42. Pedro Alvarex (Kaw); 43. Hurley Wilvert (Yam).

Shamrock Two-Day



Cordis romps desert days

By Larry Langley

CALIFORNIA CITY, MAR. 27-28

Desert racer Cordis Brooks dominated the Shamrock's M/C Two Day Qualifier on his South Bay Bultaco sponsored Pursang. Cordis

obviously had the special tests wired as no one could even come close to him. Bultaco rep Mike Hannon was second overall, first 250, 61 points down from Cordis. Last year's winner Carl Cranke won the 350 class for the only Penton class win but joined teammates Eric Jensen and Kevin La Voi in picking up the Manufacturer Team Trophy aceing out the Bultaco team of Mike Hannon, Ben Bower and Charlie Bethards. The team results might have been different had Cordis been signed up on the team but he hadn't submitted a letter of intent according to Hannon.

The Club Team Trophy was won by Pacific Performance from up north which was composed of Fred Cameron (Pen), Russ Powell (KTM) and Larry Thompson (KTM).

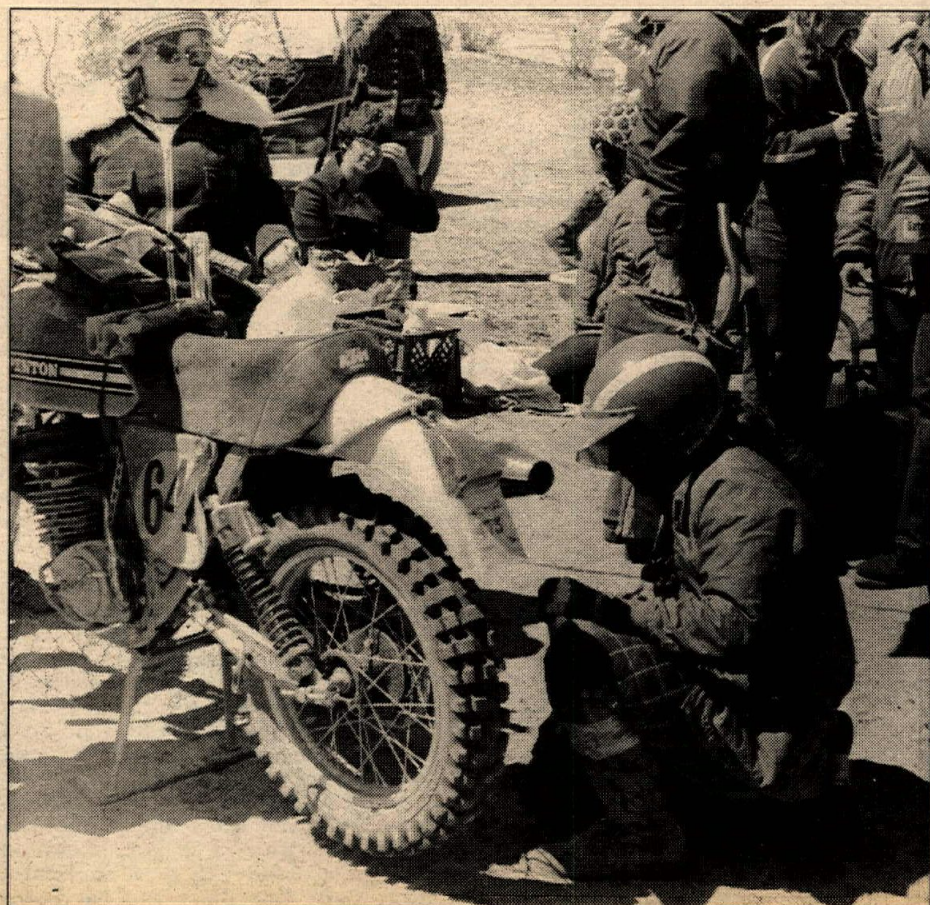
Day One

Saturday dawned cold and windy, good for keeping dust off the trail, lousy for the pit crews who would be

pitching in a central pit location near Galileo Hill which was located about 15 miles from the Lakeshore Inn where the Start/Finish/Impound was located. For the riders it was a 43 mile ride to the first gas. At 7:31 the first riders rolled their bikes to the line and fired them up.

The unusual roar of two four strokes started things off with old desert salt Stan Baldwin on his Yamaha TT-500 and ISDT veteran Gene Canady on his C&J framed XL-350 Honda on number one. Most riders had no problem starting within the one minute period. Todd Martella (Hus) had the misfortune to find his rear tire flat when he entered impound ten minutes before his starting time. That's enough to discourage anyone. Todd got the flat fixed but got going quite late. Quite a few of the ISDT hopefuls were present with the exception of the Penton family. A surprisingly number of four strokes were on hand including one of the most famous racers of all time, Dick Mann on his DM framed TT-500 Yamaha.

Carl Cranke posed for his 700th working in the paddock picture.



The Lakeshore Inn was ideally located for this type of event. It had a sufficient number of rooms to handle most entries and an adequate camping area. It was also located near the outskirts of California City with only a few homes for the riders to pass by on their way out.

The course leading out to the first gas was not overly difficult with the exception of one hill which turned into a bottleneck at times. It was used by a desert race just the week before which chewed it up pretty bad. Speeds for the first loop were brisk with a number of rock hills to slow the riders down. Most had no problems arriving early though allowing time for any repairs or maintenance. Two loops were run out of the central gas, both utilized the Rand Mountain area over well used trails which set a premium on good suspension. The course was rugged and tiring. More than one rider commented that he had never seen so many whoop-dee-dos in his life. Both special tests were tight utilizing desert canyons and some very, very deep whoopers. Cordis was right at home opening up a 30 second margin in Saturday's tests. Mike Hannon was trying to figure out how to make up the gap. He said he was going so fast he was scaring himself. He figured Cordis came down to earth about four times. Cordis' lead had to be disheartening to the competition. He was making it hard on his class to get a gold. Many were finding it hard to stay within the required 25% of him.

Rick Munyon on his American Honda build CR-125 established himself as a favorite in the 125 class by setting fast time in the special tests for his class. The bike had a gearing disadvantage with only a five speed but the power and handling were obviously there and Rick took full advantage of them. The 350 class was pretty much Carl Cranke's. He had a 48 second lead over Ron Bishop. Bishop's teammate Jim Fogle had problems and finished Saturday way down in points.

John McCown and KJ provided the spectators with a thrill when KJ leaped on John's tank. KJ is the son of Kookie, the motorcycle riding dog. Asked how KJ was talked into such a long ride, John said he told him it was just a two loop DRA race. Both hung in there and were on a solid silver after the day's end. Malcolm Smith made one of his rare desert appearances and easily maintained a Gold Medal pace.

Day Two

The impound area was noticeably sparse as the rugged course had taken its toll of machines and riders. Perhaps half the field remained. The Shamrocks



Lars Larson leaving the pits.

tightened up the schedule, lopping seven minutes off of the day. The riders were happy as they felt the previous day's schedule was just about right. The Shamrocks took into account the course deterioration which was causing beds of silt in the first loop. The bottleneck hill was taken out and the course routed around it.

A number of riders had repairs to make in their ten minute work period before starting. Bultaco mounted Ben Bower replaced a pipe in his time and just made the start. He had to put the skid plate on past the start line but had no problems making the first control on time. District 37 Enduro Steward Maury Tiehen also replaced a pipe on his mono Yamaha and then had the misfortune of his gas tank petcock falling out putting him out of the race. Carl Cranke had to retrieve his silencer when it fell off and carried it with him showing it to the check personnel to continue. It didn't slow him down any as he easily set fast time in the special tests for the 350 class. Saturday's 125 leader Rick Munyon had a flat tire and lost points dropping him to a silver. Cordis again set fast time in the special tests to lock up the overall win. Sunday also included an acceleration test with a slight change. The AMA sent word that the sound test would be discontinued so the riders could "get it on" instead of coasting through to avoid losing sound points. 250 class leader Mike Hannon maintained his lead through the tests as he was really flying trying to close the gap but no way. Bill Uhl had his seven speed Hercules running like a top picking up the win in the 175 class. Bill

had been coming close and the bike was handling good. Yamaha mounted Bill Eisele took full advantage of Rick Munyon's misfortune and swept to the 125 class win. The Yamaha ISDT team of John Fero, Chris Carter and Dave Ashley motored smoothly to their third straight Gold Medals each on the new IT-400 monoshock enduro bikes.

The Montesa enduro team of Dave Evans, Roy Sherian and Fred Hayes all finished on Gold. Dave rode most of Sunday with a possible broken foot as he lost an encounter with a rock.

Honda mounted Baja racer Steve Holladay had the misfortune of his front wheel coming off when he was tapped out in fifth gear down a fire road. He was knocked out for ten minutes but didn't appear to be seriously hurt when he finally woke up. Finally after 350 long tough miles the riders pushed their bikes into impound for a parts check. For those who finished it was a very satisfying

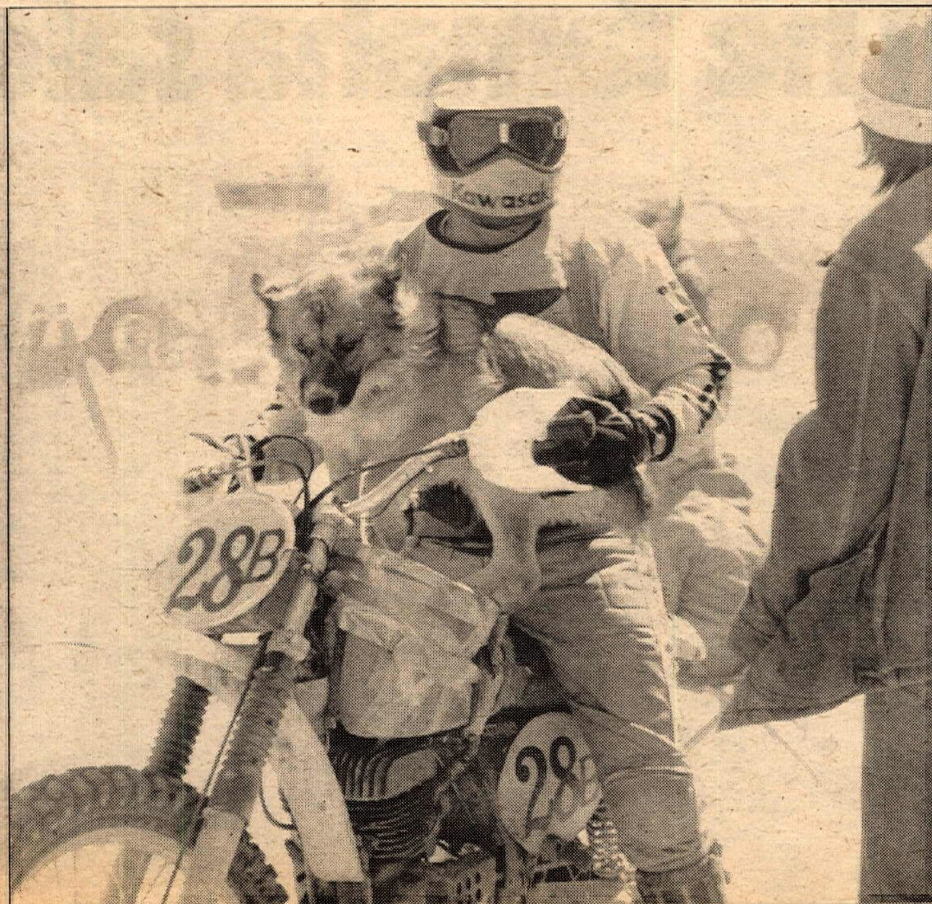
experience, especially the non-six day riders. As Mike Hannon put it, "it was a true test of man and machine." The Shamrock organization was excellent and finish results were posted by eight p.m. Sunday night.

Ed Mazenko rode to a Bronze Medal. Now Ed is an average B enduro rider competing on a 185 Suzuki, which isn't your ideal mount with five inch front suspension and all. Ed rode most of Saturday with just one footpeg and finished quite late, but well within his hour. Most riders would have quit (and a lot did) but Ed Mazenko hung in there. Sunday morning Ed replaced the peg and rode another 175 rough miles and again fell way behind, but he refused to quit. Finally Ed made it to the finish for a quite noisy welcome from his club members. Ed was totally exhausted but he made it. Officially Ed will receive a Bronze Medal from the Shamrocks for his ride, but the color of his medal is pure gold to him and all the finishers. On to Alabama!

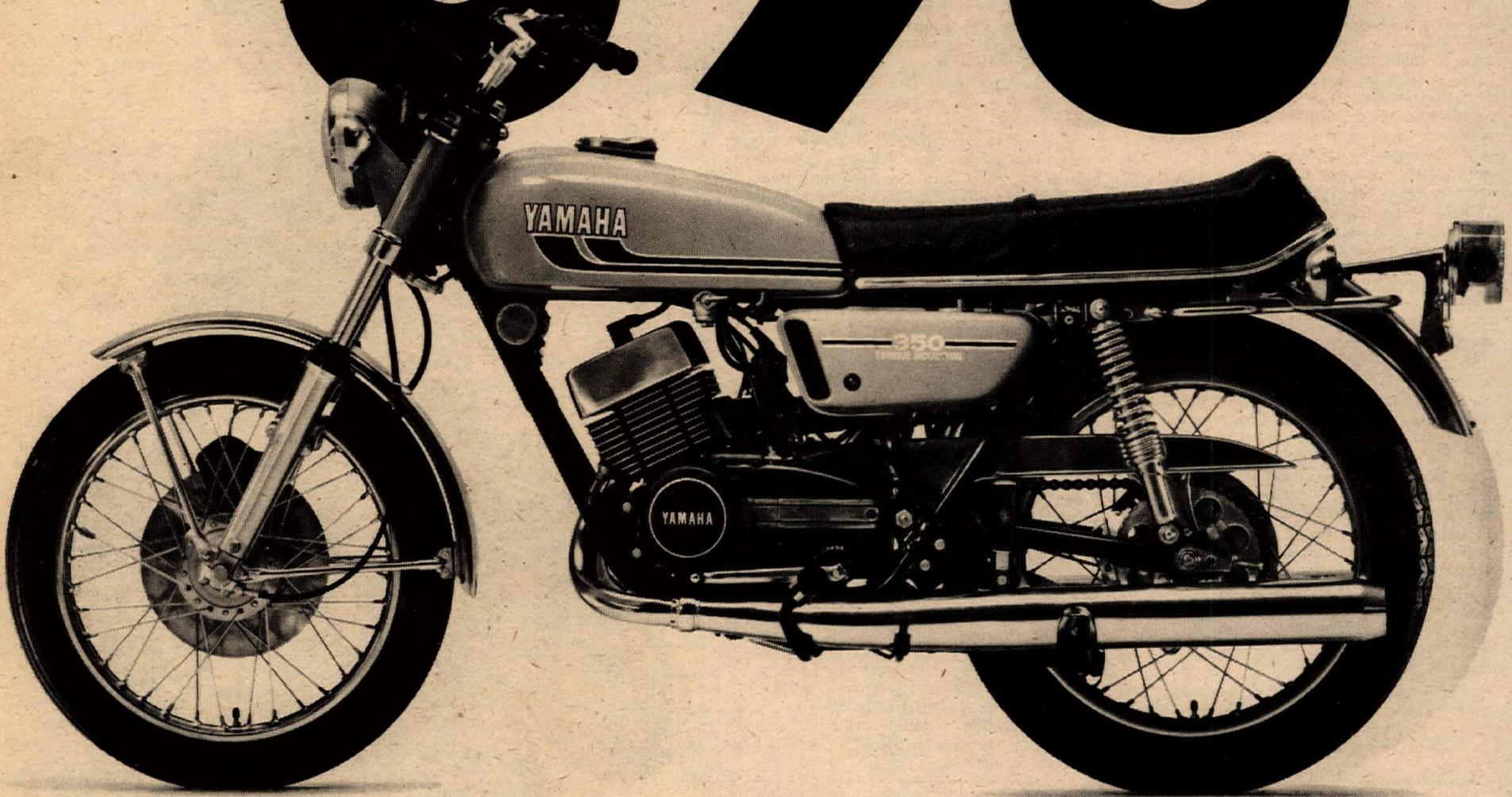
Two day winner, desert ace Cordis Brooks.



John and K.J. had to share a medal.

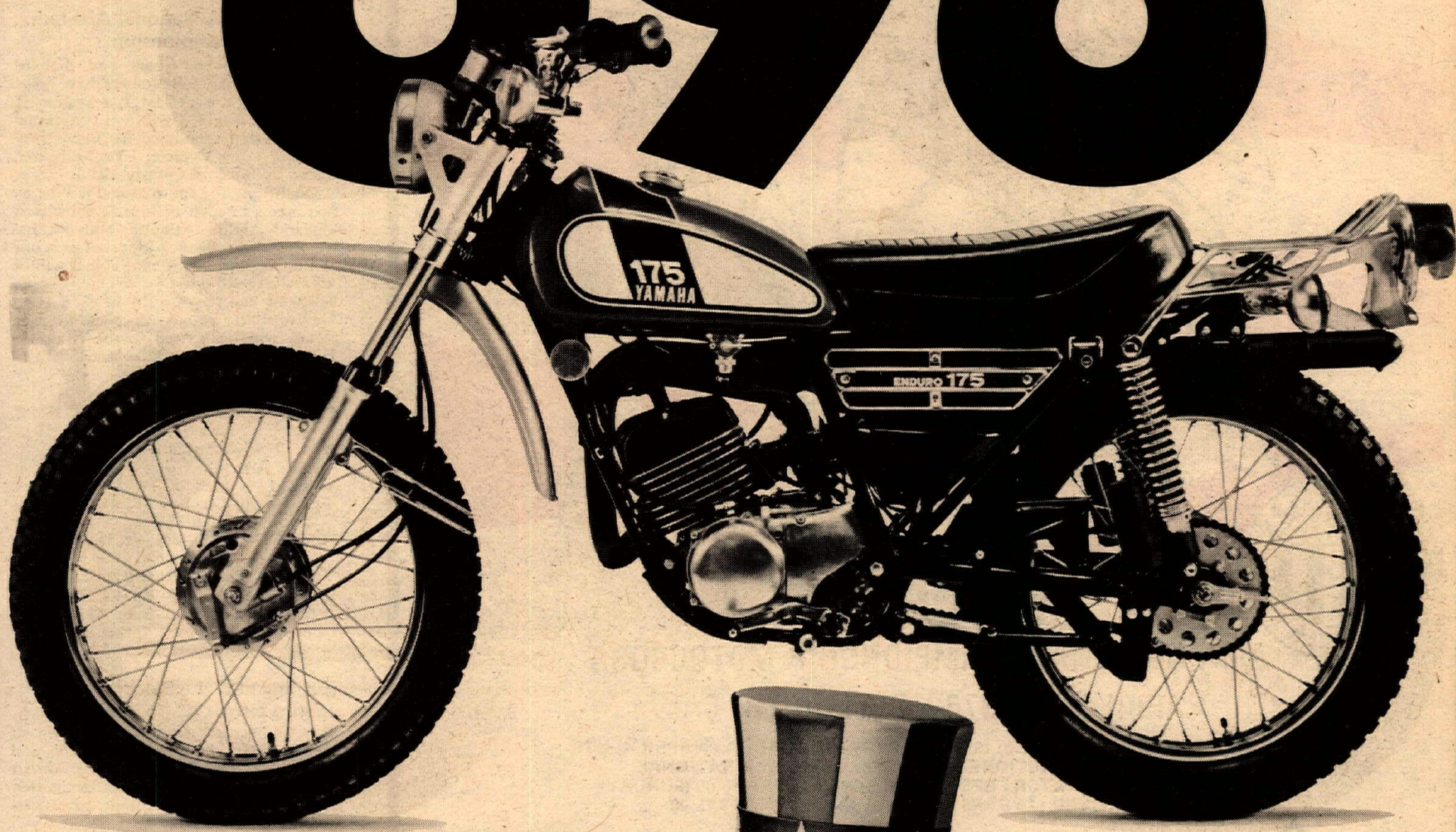


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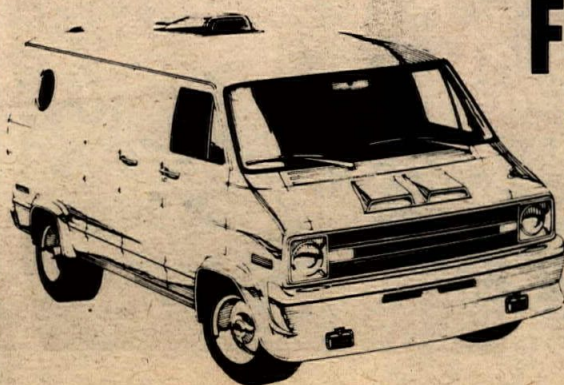
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DATES & DATA

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Remember all the years you diehard AMA sportsman hillclimbers have kept the faith? Here at last is a system of qualifier meets and a national championship scheduled for Labor Day weekend at Everett, Pennsylvania, hosted by Bedford County MC.

Qualifying for the national will be by two meets in each of four regions: New England, Middle Atlantic, Midwest and Western. (The Bees' Widowmaker is one of the Western qualifiers.) Points will be awarded 20-16-13-11-10-9-8-7-6-5-4-3-2-1 for the top 14 in each class. The top 10 from each class in each region will be invited to the National. The qualifier schedule for "West" reading area is as follows:

Midwest Area

APRIL 25 — Iron Horsemen, RR. No. 6, Box 97, Elkhart, IN 46514

Second Midwest qualifier TBA

Western Area

APRIL 11 — Bees MC (Widowmaker), P.O. Box 46, West Jordan, Utah 84084

JUNE 13 — Colorado Dirt Diggers, P.O. Box 11400, Pueblo, CO 81001

NATIONAL CHAMPIONSHIPS

SEP. 4-6 — Bedford County MC, Star Rte. 4, Box 38, Everett, PA 15537

Rushing into the Blackjack enduro circuit

This midwestern circuit is already two events old (Ft. Sill Jan. 25 and Razorback Mar. 14). Blackjack circuit rule books are available from Devils Den Enduro and from rulebook advertiser-dealers. For '76 the circuit will acknowledge A, B, and C men riders, plus Womens Open and Senior (over 45). As soon as a C rider trophies, he gets bumped to B. Top C rider at each event gets a \$40 certificate toward the \$99.50 "Circuit" price of a Pacer 100 Digital Enduro Timer from Chanute Digitronics. There will also be drawings for \$10 gift certificates by rule book advertisers while everybody waits for points to be figured.

Remainder of spring schedule:

MAY 2 — Springfield, Mo. by Ozarks Enduro Riders

MAY 23 — White Rock Mtn. by Ft. Smith MC, Ft. Smith, Ark.

Leave it to S.A.M.

S.A.M. HSMX Spring Series, already started, will be the Spring semester qualifier for athletic letters at El Toro, Cerritos, Artesia, and Gahr (California) High Schools. Races are being run every Saturday at OCIR, Irvine, California, through May 15 to qualify riders for a May 22 championship.

Classes are Mini-100-125-250-Open in Beginner, Junior, Expert and Senior divisions. Senior is for those who've ridden pro class at AMA or any of the alphabet soup clubs.

Scoring will be both by team and individually. Teams can qualify in three size divisions: 0-9, 10-15, over 15 riders. A total of 160 riders will qualify for the May 22 final, top point riders in each of the various classes/divisions/whatever. S.A.M. has lined up about \$5000 worth of product awards for the final. Call (714) 559-0199 for more details.

SNEAK PEEK AT HODAKA'S ROAD TOAD

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The Rasing Ragazine

ROLLING STUPID:
DOPES AND
RACING -- THE
IDIOT STORY

FIRST LOOK!
'76 BUFFALO
CRUNCHER 250

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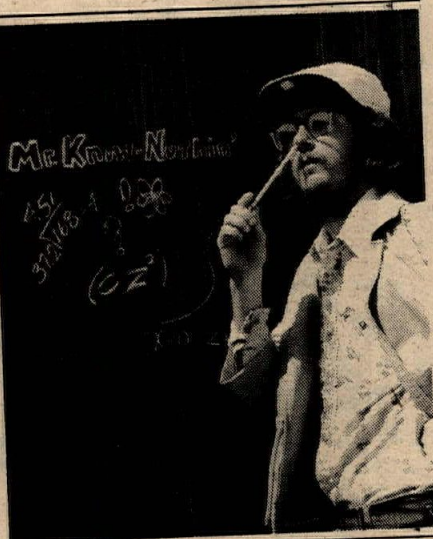
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By Nick Kraut, MC Far Left Editor

I BLEW IT!

Dear Mr. Knows-Nuthin',
Where can I get a neat Nick Kraut T-Shirt like the one Dick Miller washes Roger's car with?

Raul Bazdrea
Ozona, Texas

You should already know.

THE STARTING LINE

Dear Mr. Knows-Nuthin',
My dad won't let me ride motorcycles because he was once hit by a rhinoceros beetle while riding on the back of a Harley. Help!

Bert Lawler
Los Angeles, CA

Frankly I don't care about your problem because you're out of the market area of my shop. You should have known that.

ROSES ARE RED VIOLENCE IS BETTER

Dear Mr. Knows-Nuthin',
My friends make fun of my 1974 Honda CR-125 because it won't start. What's wrong with it? Why won't it run?

Marty Croft
Holland

One question at a time, nerd. If you didn't know that, you do now.

NO NEWS IS GOOD

Dear Mr. Knows-Nuthin',
How did you get to do this column in a high class macho magazine like MODERN CYCHO? Don't worry, I don't think anyone reads it.

Tim Beasler
Groton, Mass.

I began this column as a joke. How was I to know it would actually become one. I should have known that.



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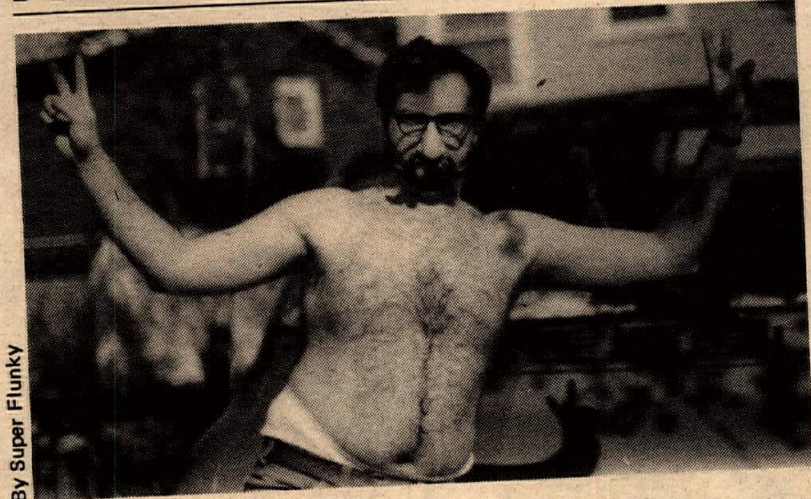


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FROM THE SADDLE SORE



By Super Flunky

TAKE A TIP FROM RICK: MAKE NEW RULES

I've had it with the nuds in the world of motorcycling. These namby pamby worry warts are giving cycling a bad name. Christ, when guys like Brando and the Angels were cruising the streets you could get some respect on a bike. A couple of the guys could get together, ride into a small town and have the city council changing their BVD's in 30 seconds. Then along came all the image changers, pussy footers and good guys. Now you ride a bike into a small town and the Holiday Inn jacks up the price 'cause you must be a young executive on a jaunt.

It's time we put a stop to this whimpering, pantywaist, Madison Avenue, 'You meet the nicest people' bull. Let's get a little respect. Now you may well be asking yourself, as I did out in the old garage one night, how does a minority group get respect and attention. Heck, the answer's right in front of us on the idiot box every night on the news. Let some clown want a little attention and the TV stations send some joker with a Brownie to splash it across the world. You take your Negroes... please. When they wanted the rights they felt they had coming, they burned down Watts. It was prime time crime and it paid off for them. They got Bill Cosby on "I Spy" and Dianne Carroll as "Julia". If it worked for them, it will work for us.

So here is my plan. We will all get together out in the desert for a giant

protest rally, probably litter a forest ranger's hut and then ride into greater L.A. on our dirt bikes with open expansion chambers. When we get into town, we tear up a couple of yards, hang Peter Fonda in effigy and go over and burn down Watts!

When the television stations send their reporters out to cover the fire, we announce that unless our demands are met we will put into effect a heinous four point program. Number one - we will burn down every building in Watts (except those with Maico stickers on the windows) and then turn on Harlem.

Number two - as the most powerful press types in the industry, we will go on strike. The Buzzer will not write another inane dream sequence editorial or give away any more boots. Dick Miller will not wash Roger DeCoster's car or drive it around hoping to be mistaken for R.D. until our demands are met. Russ Darnell will not allow his picture to be published in Dirt Rider 50 times an issue and will cut back to 22 times until the matter is settled. Brad Zimmerman will pay for every product that comes in the door and refuse to accept another freebie. David Swift will come back from Ringo Springs and move into a one-room flat above the Rialto theatre in Whittier. And Kenny Zahrt will keep his hands and feet on the pegs until further notice. These are drastic measures, but extremism in the defense of dirt is no vice.

Number three - our own television series titled "Welcome back Cecotto" in which David Steinberg plays a bright young alien from Venus who moves in with Bill Bixby while his TZ 750 is being rebuilt. The hilarious antics of Bixby, who tries to pass the Venutian off as his uncle Johnny, always ends with Cecotto saying, "Did I ever tell you about my uncle Bernie?"

Number four - Henry Kissinger will be appointed president of the AMA, with all the powers necessary to trade either Israel or Egypt back to the sand crabs for riding rights on the Palm Springs Golf Course, Forest Lawn Cemetary and Raquel Welch.

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ROLLING STUPID

DOPES & RACING— THE INSIDE STORY



By Rick Semen

Before you read any further, let's get a few things straight. First, we are not taking sides in this discussion. We have already lost too many advertisers doing that. The information contained herein is just that; information. The truth or falsity of that information isn't our concern.

We interviewed as many racers as we could, bearing in mind that many of those we approached would be unable to form coherent sentences. False names are used to protect the ignorant.

The "dope" referred to consists of most of the commonplace things found in our sub-culture: pit racers, squids, show-offs, berzerkers, 125 Novices, and even magazine editors. Yes, we felt that editors should be included, simply because they personify the effects of racing dopes.

SPORTSMAN RACER

MC: As you know, this interview is about dopes. What are you into?

JOE: First-turn crashes mostly. I like

to blaze into the corner about three gears too high and knock about ten guys down. I got started when I was young. Some of the older guys used to do it, so I just started. I doubt if I'll ever go on to the bigger stuff because I haven't ever made it past the first corner yet.

MC: Why first turn crashes?

JOE: Why not? I like to feel sharp and you can't look and feel your best if you ride around in the sun for the whole moto.

MC: Aren't you concerned with possible long range damage to your body?

JOE: Hey man, who knows what's gonna happen tomorrow. Does Rocket Rex Staten worry every time he sees a crescent wrench, can Roger D. look his forks in the face again? Hey, my monoshock could blow my tail off tomorrow, so I'm not gonna let a couple of sore losers get me down just 'cause they don't know what racing is.

DIRT TRACKER

MC: You've been racing a long time. I suppose you've seen a lot of dopes?

MACK: Seen 'em! Man, I've done everything. Kicked in the corners, pushed people out of their line, stopped on the apex while leading. Don't try to make me out like some rookie, OK?

MC: Sorry, didn't mean to insinuate that you weren't a dope yourself. We're just trying to find out how you operate.

MACK: When I'm knocking people down out there I feel like Superman. I'm absolutely fearless when it comes to someone else's life.

MC: Any thoughts you'd like to pass on?

MACK: Sure. If you can't take it, then don't go around handing it out. But if you've got your head screwed on wrong, like me and the guys, then there ain't nobody in the world you can't block, knock down, or injure. I mean, how many people can make a living doing what I'm doing? Right?

MC: Right.

ENDURO RIDER

MC: What's your specialty?

LEE: Mostly National Enduros, Two-Days and an occasional swap meet.

MC: Don't you indulge in dope riding?

LEE: Sure, doesn't everybody? Actually I started pretty heavy into crashing all by myself, but I had to kick the habit. I definitely prefer to take someone with me. It's really neat. I can really enjoy a good crash when a couple of guys are under my bike.

MC: How often do you indulge yourself?

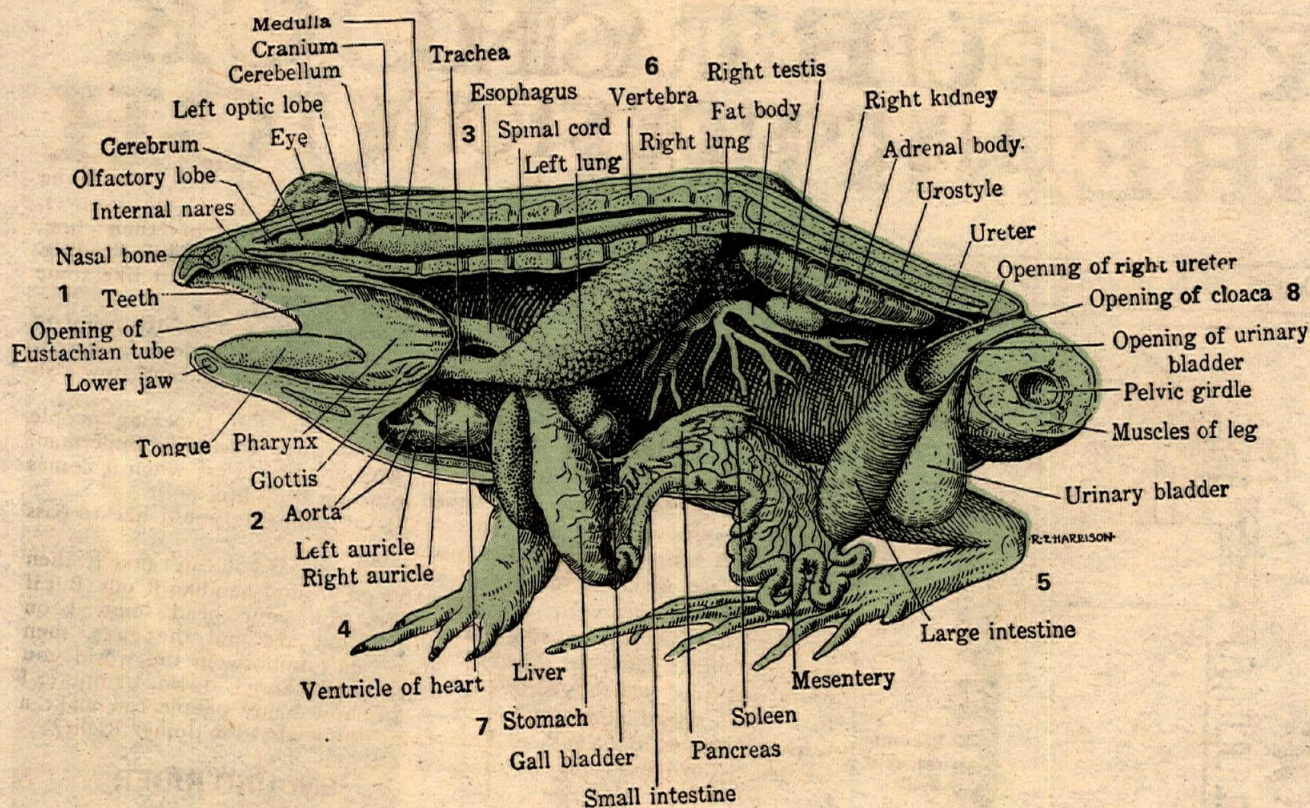
LEE: If I'm on a 24 mph average I like to take out about four guys an hour. Through the rough sections and slower averages I cut back to about two. With a really fast average time I like to ride backwards on the course.

MC: Does this have any bad side effects?

LEE: Yeh, I have a pretty expensive paint and clothing bill every month. I've found that for maximum effectiveness I need to change the color of my bike and jacket every week. We run a pretty regular schedule and a lot of the guys remember me and duck when I come by. I know a lot of racers don't think dopes should be allowed out on the course. No matter how hard we try to wipe out these spoil sports, more people are opposed to us. I was quite pleased to see that motocross does not suffer the same type of discrimination as enduros. While out at a local all-Junior day at a local MX the majority of the riders were dopes. I hope that they don't expand into enduros, 'cause we like the sport as is with just a couple guys roosting and splashing the riders. I guess it is inevitable though.

Wrong place at the right time

SNEAK PEEK



INSIDE THE ROAD TOAD

Yes, we beat the other moto-monthlies again! While they were all tied up at dumb places like Daytona, Houston and Dallas, we, lost in the back country somewhere Northeast of Athena, Oregon, stumbled upon this late prototype. The cutaway had been done by a logging truck at about 70 mph. For the first time ever, feast your eyes on exquisitely revealed go-fast goodies as detailed below:

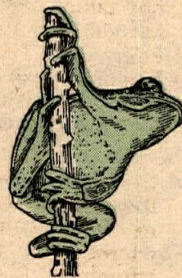
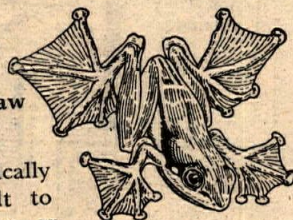
- 1) Air intake. Snaps shut to keep out water and mud. Has tendency to draw flies.
- 2) Pumper carb. Three-chambered. Super trick.
- 3) Sponge-type air filter.
- 4) Front suspension. Short travel, poor directional control, but it's great for catching bugs.
- 5) Rear suspension. Shown compressed. Extra long-travel, infinitely variable spring rate and preload. No dampening whatever. Has a tendency to hop.
- 6) Articulated backbone frame. Latest thing. No welds, no bolts. Hollow interior channel holds micro-electronic control system.
- 7) Unbreakable fuel tank. Flexible, stretches alarmingly on impact. Color: sickening.
- 8) Tuned exhaust. Flexible expansion chamber, exotically-contoured header pipe. Exhaust

note relatively quiet, but also tends to draw flies.

As this particular Road Toad was the typically cobby Hodaka prototype, it was difficult to determine what it will look like in production, or its intended market. Prolonged analysis was prevented because, frankly, the whole thing was beginning to draw flies.

Continuing on, more wonders met our eyes as we sobered up. In fact, before we found our way out of the woods, we got sneak telephoto shots of a swoopy-looking Cafe model, cleverly spotted in camouflage paint (another sneaky Hodaka trick — who'd look for a cafe racer in the woods?); a stripped down Road Toad crossed with a hang glider; and what may have been a trials model climbing a tree.

The last thing we saw was the track of the dreaded Sasquatch. No, not the one that gets all the press releases, but the HODAKA Sasquatch. And since the trail of this particular Bigfoot was laid with a 7.60/60 x 16 knobby, we're just as glad we didn't see what the rest of the beast looked like. There are stranger things than that in those woods....



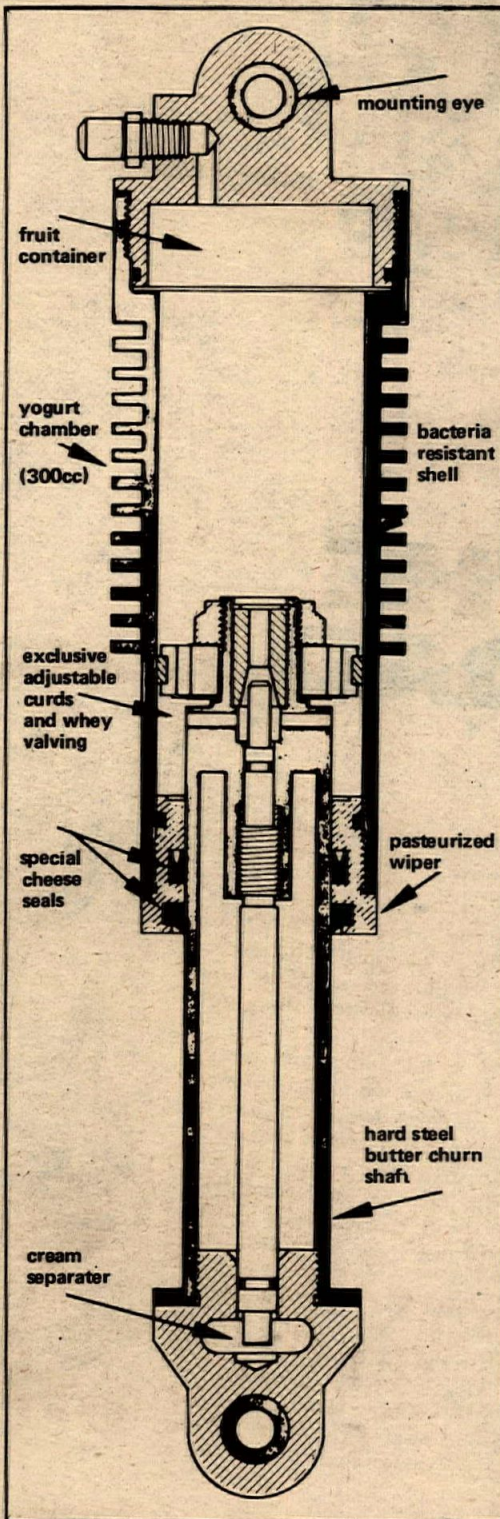
modern cycho 5

FREEBIE EVALUATION

YOGURT SHOCK BREAKTHROUGH

Can any shock be worth \$.20 a pint?

By the Editors of Modern Cycho



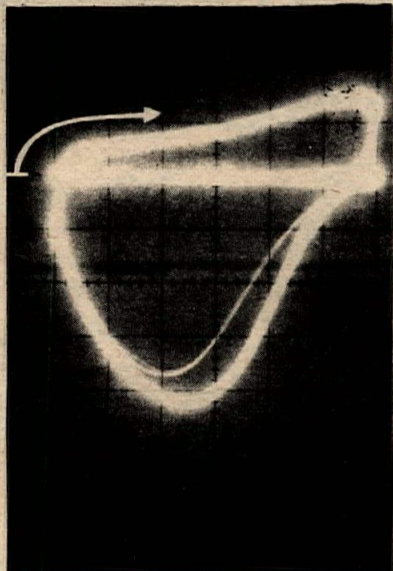
It had to come eventually, but we weren't prepared for it: a pair of the wildest smelling shocks ever built! And the package includes a forty page recipe book and carbohydrate table.

Then another shock on the shocks; they were filled with yogurt and cost \$.20 a pint. We knew this shock thing was getting out of hand, but can you imagine 20 cents a pint. Ridiculous! Originally we planned to throw the Yogurt shocks in with the other freebies that our enterprising editors had grubbed. However, when we found out how well they worked, and that the manufacturer planned a testing junket to the South of France, we decided to give them an unbiased test.

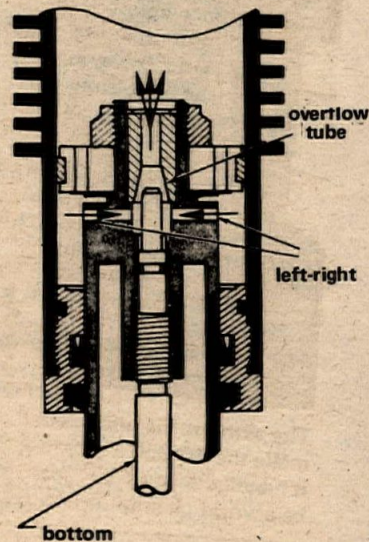
The theory behind it all is quite obvious to those of us educated in the ways of suspension and French women. Have you ever seen a heifer in full flight across a field? Poetry in motion. The little bovines' spindly legs soak up all the bumps, getting all the hoofs to the ground, and driving out of the corners without a smidgen of withers hop. That's how these shocks work; nature's way. Cows drink milk. Right? Cows run over bumpy ground. Right? There you have it — the marvel of the racing world and it was right there in front of us every morning making our cereal go snap, crackle, pop.

The action of the Yogurt shocks is absolutely ideal. Progressive damping can be achieved by dialing in a little more cream. Take a look at the accompanying charts and graphs and notice how totally impossible they are to understand. Pseudo-science is a wonderful publishing trick.

All things considered the Yogurt shocks must be considered a major breakthrough in suspension technology and Franco-American relations (ha-ha). But are they worth the price. Expensive? Yes, but we got a price break down at the dairy and found that non-homogenized Yogurt won't fade in the middle of a moto and can be eaten during Six-day qualifiers. Hey, it's your money. Throw it away anyway you care. Bonjour.



Dyno curve of the Yogurt shock from the scope of the American Milk Fund labs shows the center line running counter-clockwise. Heavy damping at 100 degrees F is evident by believing all this gibberish. Note the complicated jetting borrowed from an early milking machine. Neutral rebound occurs right after the yogurt goes rancid.



6 modern cycho

Super secret photos of BC250

FIRST LOOK



NEXT YEAR'S BUFFALO CRUNCHER?

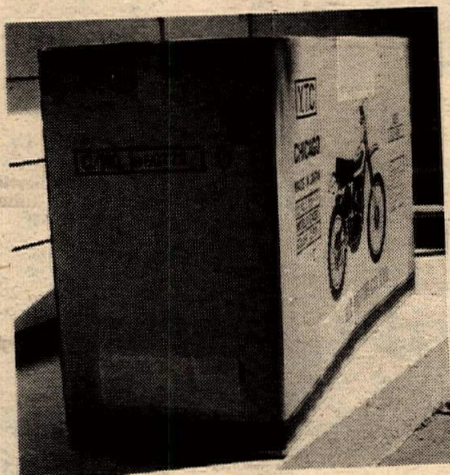
By the Editors of Modern Cycho

Right now, every other magazine in this sneaky back-stabbing business is trying to get the scoop on the next super machine to come out of the wonderful land of the Rising Sun. That's fine, but the sneakiest of the

bunch happens to be employed right here at MODERN CYCHO and we captured this exclusive super secret Buffalo Cruncher 250 before any of the other rags.

One of our editors was down at the warehouse of U.S. Buffalo Cruncher going through the garbage cans out back when the first prototype came off the plane from Japan. Grabbing his trusty Nikon he fired off a couple of exclusive shots before an Odd-Job type character laid him out with a karate blow breaking both arms. We fired him right after getting the film, after all who needs an editor with broken arms.

Anyway, here is the bike. We are sure that Buffalo Cruncher Motor Company will make a few changes before they sell the bike to the public. Most probably tires, fenders and rear shocks. As you can tell from the photos the overall lines are quite clean, definitely a step forward in Japanese design. We heard that the new BC250 will be followed soon by a big bore model called the Bison Cruncher 400. This is only rumor, but as soon as it is released we will be bringing you the full skinny right away.

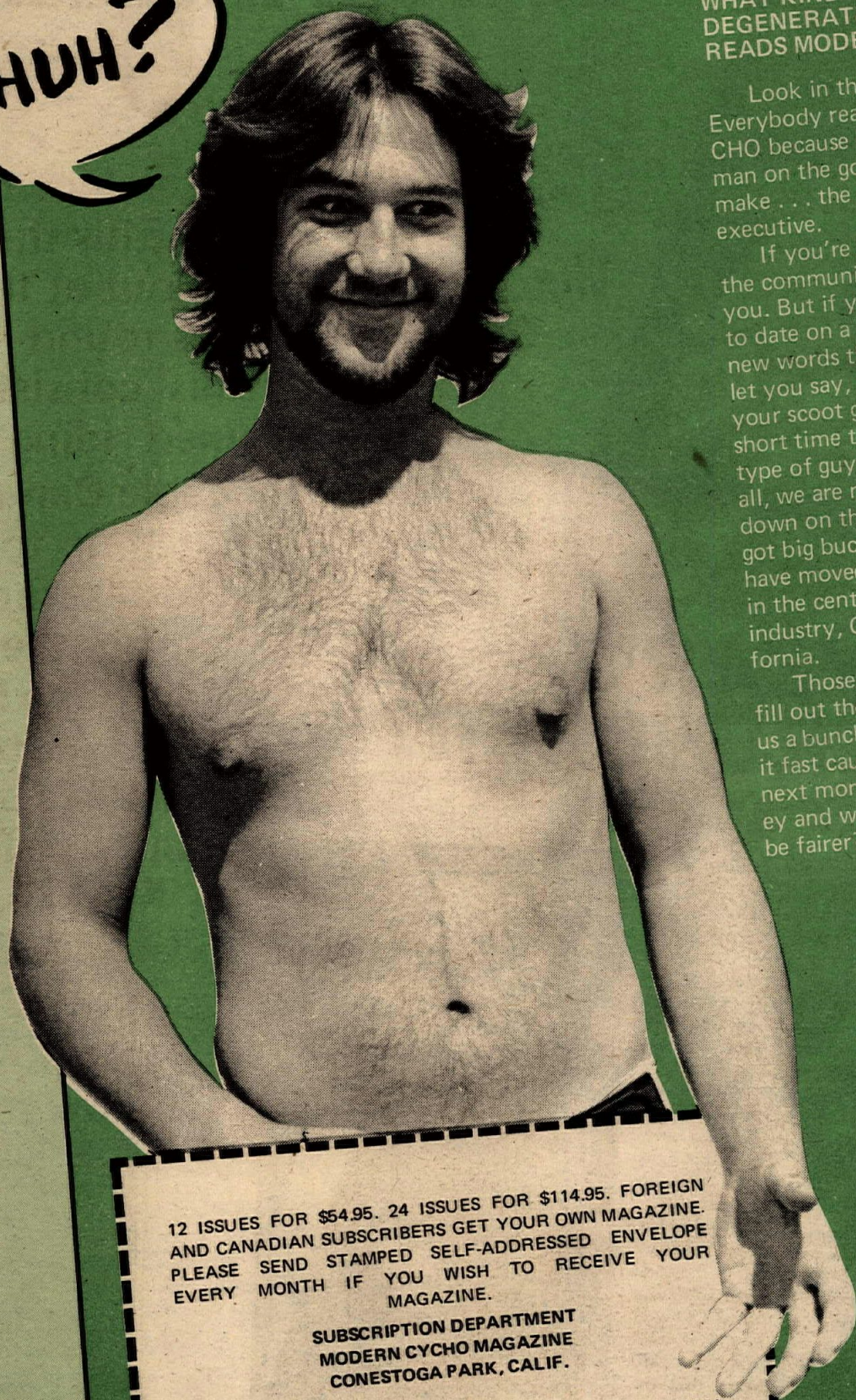


The slim profile and overall good looks make the BC 250 a guaranteed winner. If it handles as good as it looks there could be a world championship in the offing.



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HUH?



WHAT KIND OF DEGENERATE PUNK READS MODERN CYCHO?

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AMA Qualifier: Elliot, Foland runaway and hide

By Rex Reese

ELSINORE, CAL., MAR. 28
Suzuki rider Bob Elliot surprised all the smart money people as he rode fast and furious to win the 250 qualifier in the third round of Oly-Superbowl qualifiers. While gamblers had their money on the sure-fire winners like teammate Jeff Jennings, who placed fourth, Kenny Zahrt (Oss), or Danny LaPorte (Suz), it was Elliot who pulled out in front of everybody else to do the deed. In the Open class, Jumpin' Jeff Foland (KTM) just flat smoked everybody in both motos to take it all.

Riders came from as far as Colorado, Washington, and Oregon to pay their money and take their chances on the Rawhide circuit. Even though California motocross talent may be the best, a couple of "foreigners" proved that this ain't necessarily so. Mark Gregson (Kaw) and Chuck Sun (Hus), both from Oregon, proved their points by placing third each in the 250 and Open classes respectively.

The first 250 moto looked like the next war as 30 riders berserked it over the starting gate and into the wide left-hand sweeper with Warren Reid (Hon) leading the charge. Some riders must have felt that things were too close for comfort as Kenny Zahrt went too wide and blew away part of the sprinkler system sending a gusher of water high into the air as the pack sped away. A small pile-up occurred after that on the second turn, and Rick Salmon (Suz) became one of the first casualties as he sustained a gaping hole in the side of his bike's gas tank.

Reid faded as Marty Moates (Suz), Elliot, and Jennings took over to give the rest the ol' Suzuki Stomp. There were a few anxious moments as Jeff fell in a turn and went from third to about eighth. From then on, the crowd's attention was shifted from the leaders to Jennings as everybody stood with their mouths hanging open as he banzaied his way back to third. He closed the backdoor behind his teammates to give the Suzuki convoy a 1-2-3 win in the first round.

Jeff Foland left his mark on the Open class as he then proceeded to take the place apart on his iceberg white KTM. Little John Hateley (Mai) was just about the only person who looked as if he might be able to catch him, but that's all he could do as Jeff ran away — look. In the meanwhile, Jeff Jennings was pulling double duty for the Suzuki team and trying to put the heat on Hateley, while Chuck Sun (Hus) put on a drive for fourth and in the process held off Gary Semics (Kaw) who had fought his way up to this point from a bad start. Foland took the win easily followed by Hateley and Jennings, while Semics put it to Sun to grab fourth.

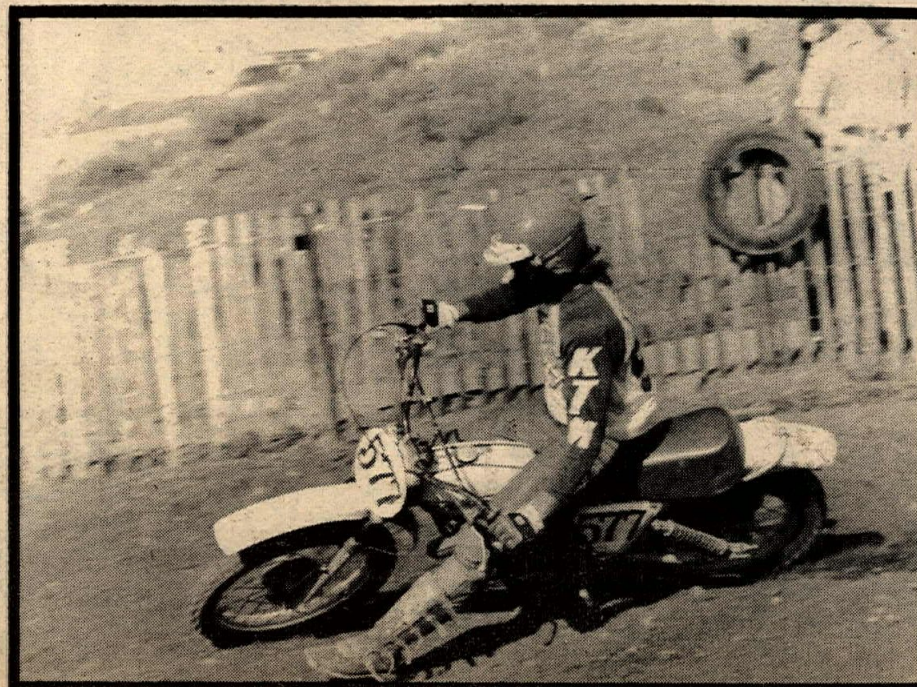
In the second 250 run, Elliot got the lead, followed by LaPorte, Moates, and Mark Gregson (Kaw), one of the few riders who was on something else besides a Suzuki. As the 30 minute plus two lap moto wore on, the pattern of racing had developed into an interesting series of one-on-one contests as Elliot was paired off against LaPorte, Moates against Gregson, and Zahrt against Jennings.

By the end of the moto, it looked like another act of Suzuki's fast footwork as Elliot rolled in to take the overall win. Danny LaPorte followed him with a second, but his dismal 11th place in the first moto put him in sixth, so Marty Moates got second overall by virtue of his 1-3 score. Mark Gregson turned the Suzuki Stomp into a fast shuffle as he put in his Kawasaki for third.



Scot Clifton (E8) and Marty Miller go for it in 125 Pro moto one at Escape Country.

Flying Foland freaked out his foes at Rawhide Qualifier.



Jeff Vidic (Mai) got the holeshot in the second Open moto, but it didn't last long as his tranny spilled its guts. Foland then repeated his first moto act by blowing smoke rings into the faces of his competition, this time followed by Wayne Boyer (CZ) who was determined not to let the little bugger get away, while Hateley got demoted to third, but kept up the pressure on Boyer. Jeff stretched his lead into a small vacation, lapping backmarkers easily. Back at the ranch, Boyer and Hateley were mixing it up between themselves with Gary Ogden in the background, trying to figure a way to get around them because Chuck Sun was breathing down his neck.

Many casualties were sustained during battle; Gary Jones was suffering from a brace of sick bikes, Gary Semics boinged his Astrodome injured wrist, Billy Grossi sprained his ankle on an already delicate leg, and many riders were pummeled by the rocks that were roosted up by bikes in front, leaving them with sore fingers, cut chins and bruised lips.

Results in Results Section.

Taylor makes Escape Country

By Joel Jamieson

TRABUCO CANYON, CAL. MAR. 28 Jeff Ward, Dave Taylor, Morris Molone, and Rich Thorwaldson all grabbed a handful of long green today taking the Mini, 125, 250, and Open Pro races respectively in Escape's monthly money motocross.

T&M Engineering brought out an impressive squadron of 125 Pro aces, wanting badly to sweep the class. T&M had what takes with racers Bruce McDougal, Scot Clifton, Ron Turner, and the list goes on... Couple them with the quick, high-strung T&M machines and you have a very threatening group. The team took home three out of the top five spots, but was denied victory due to a weird scoring system, which Dave Taylor probably doesn't consider too weird, since he took the overall with 12-1-2 rides aboard his clean Pasadena Honda. Anywhere else Miller Mano pilot, Marty Miller would have snatched top cash with his much more consistent 2-2-5 score.

First 125 Pro moto action was the best dice seen at any race, bar none! Scot Clifton, Marty Miller and Radical Ron Turner were away from the pack and into their own private world of heated dueling. Each machine was running totally on the pipe and the trio wasn't backing off an inch from the insane pace. At the flag the gap was the same if not closer as Miller edged alongside Scot as the checkered came down. Ron was only a few inches back for third.

In the remaining two motos Miller scored another second, along with a fifth. Clifton, probably drained after the first moto, took a fifth and a fourth, Taylor came back after a poor first moto to notch first and second the final two motos, while McDougal gave T&M its second moto win in the final go, leading it from start to finish.

Ascot D-37 gripper

By Maureen Lee

GARDENA, CAL., MAR. 28

The Gripsters didn't have quite the turn-out hoped for, but they had a lot more riders than a usual Sunday scrambles. Neither of the two ambulances even had to twitch,

which shows the riders really had it together and that Ascot is a safe track.

The Mini division was a real go first moto between Pete Hames (Hon) and Steve Karsten until Karsten, after going down the straight flat out like a 40-incher, tied up. The rest of the motos were between Hames, Chris Connors and David Dove.

Duane Gallagher (Yam) led all ten laps of the 125 Novice main. Dylan Neihart (Yam) moved up to second as Jack Smith, Steve Griffith, Steve Polson and Jim Strain (Hon) staged the best scrap of the race.

Mike Tidwell made a clean sweep of the 125 and 250 Expert motos. In the 125 class the Yamahas of Rob Pfitzing and Charles Carroll really mixed it up lap after lap with the Honda of Danny Perkins. Steve Woskoski had a miserable day with his Yamaha, including mechanical woes and a fall, but still ended up fifth.

There were three heats of 250 Novices, and D-38's Dorothy Rowe (Yam) led hers from start to finish. It looked like she might repeat in the main, but Dylan Neihardt picked a better line around the outside of Dorothy on turn one and took over. Rowe fell hard on the right hander after the jump but got up and finished the race while Dylan had Michael Allen and Joe Steffan right on his rear wheel at the finish.

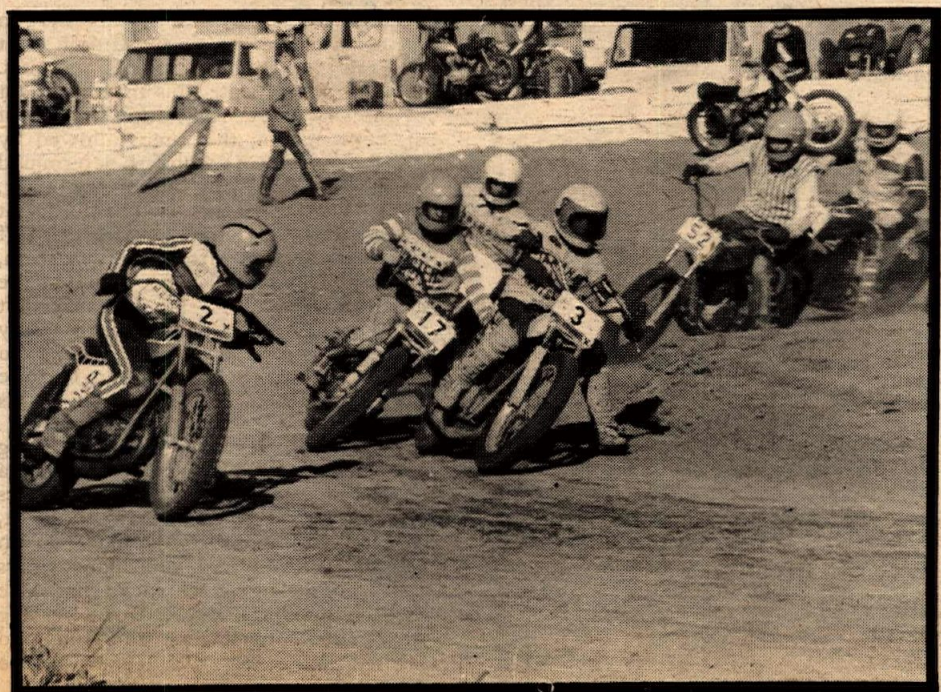
It looked like Wayne Rainey's day for the 250 Amateur win, but in the last moto Wayne withdrew in a hurry. Later we were shown what was found in his Bul's exhaust pipe; piston pieces and the wrist pin! Charles Schleiger emerged first overall, then Paul McPherson and Lane Dennis, all on Yamahas.

Former number one plate holder Steve Scott showed up for this one and he's still trying to figure out Mike Tidwell. "How can that kid go so fast without a front wheel brake?" Tidwell even had throttle problems in one moto and still got first overall.

The sidehacks had enough for two classes. The Imken/Nelson Yamaha, the first round of the lightweight bash, was flat making it, but unfortunately seized on the last lap. The father-son team of Burns/Burns Jr. put their Honda out in front although Glavin/Schuman (Hon) gave them a fair fight. In the heavyweight division, it was the bellowing Honda of Masella/Bryan that won, although the challenges from True/Fischer (H-D) and Hooker/Stevens (Hon) were serious.

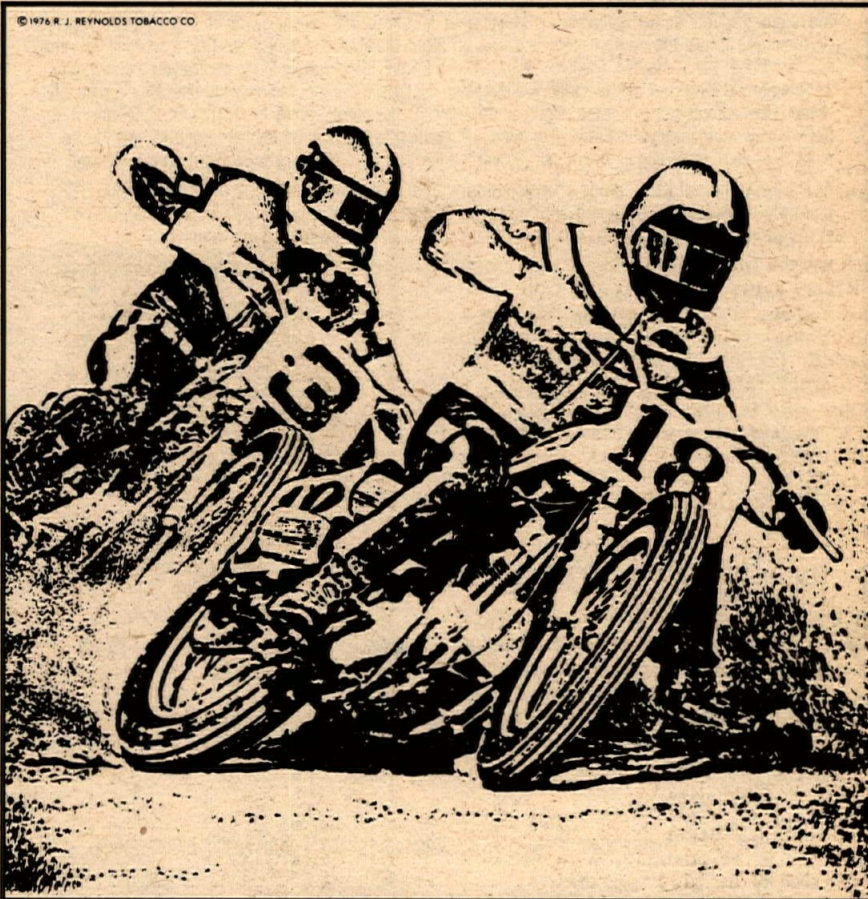
In the big bore division, 500 Novice winner David Reinhardt (Yam) traded the lead a few times with second place Wayne Melanson (Yam). In the Amateur main, eventual winner Clyde Dennen (Suz) made it two in a row by winning the semi first.

Taking a peek back while the pack slips under at Ascot.



MAUREEN LEE

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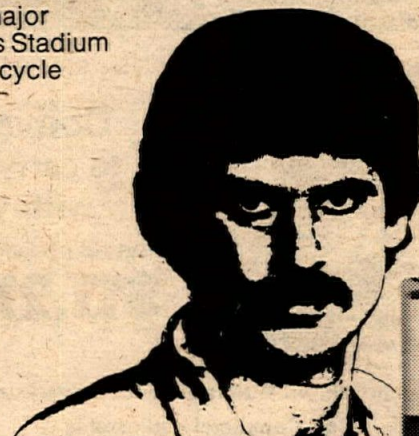
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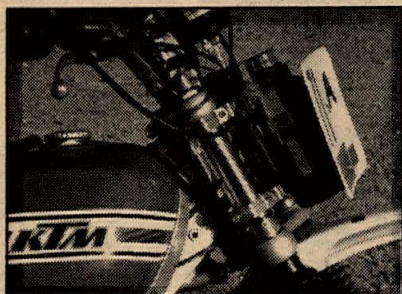
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The Experts ran motos and Steve Nichols (Yam) is still as good as ever. He took the lead first round, with Don Grigsby (Yam) and Rex Hailey (Yam) right after him, but fell off in turn one leaving T-Bone with a clear shot. Second round, Nichols again fought off Grigsby and Hailey as they leaned on each other on that far lefthander. Grigsby won it in the last round. When Nichols overslid, T-Bone grabbed the opportunity he had been watching for and took over.

The Gripsters decided to put Arvil Sparks and his 500TT in the Open class, due to his past performances as a Pro. One rider thought Sparks had caused him to fall down in the esses, but he thought wrong. Still, Arvil was blamed for it and the other rider tried to pay back the favor. Cooler heads prevailed when they came into the pits as Sparks was ready to repay the compliment with a strong right hook. Ah, the tensions of racing! Don Frauenberger (Yam) wound up winner overall but William Edmonstron (Tri) from D-38 gave the home boys all they wanted. Vic Hannan (Tri) also had it all together and ended with second, Edmonstron came in third overall, Sparks on the 500 fourth and Jerry Peters (BSA) fifth.

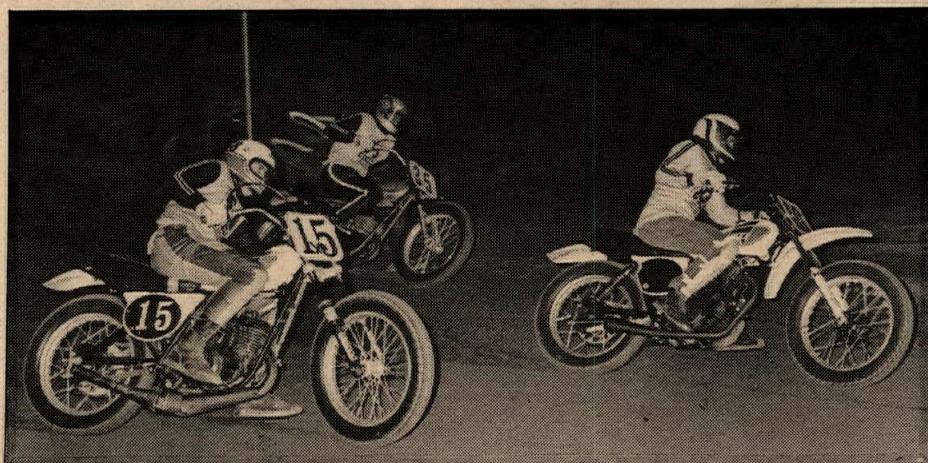
Steffen leads TT parade

By Andi Gangewer

ELSINORE, CAL., MARCH 13

Some very interesting guests, Scott Sivage and Larry Hardison, came to try their luck at Elsinore. But the two excellent speedway riders didn't quite have what it takes to conquer the regulars as Ed Steffen took the trophy in the Open Expert class. Mike Montgomery (Yam) led every lap of the first moto and Arthur Junker was solid in second. Sivage and Hardison followed the leaders but didn't put out much energy trying to get around anyone. Steffen was third. Mike got off again in first for two laps but Steffen stuffed his 500 Yamaha under Montgomery to steal away the lead. Mike held second, and third went to Sivage. Moto three went to Steffen, lock, stock and barrel as he turned his bike on and shot out front to steal the show.

The 250 Novices were out in droves



Ed Steffan (16) Joe's (15x) dad, gets it on, leading Mike Montgomery (35) at Elsinore.

Lawson lets loose at Corona

By Elaine Jones

CORONA, CAL., MARCH 17

Eddie Lawson, test riding Pete Pistone's super fast Bul, made it a winning combination as he ran away from the field in both the Open Expert 500cc short track and half-mile.

Mike Tidwell collected wins in the 125cc Expert short track and half-mile as well as the 250cc Am/Ex Single short track and half-mile.

Rich Warren defended his week-old title as king of the 750cc Expert half-milers but it wasn't easy. He didn't get around Terry Griner and Craig Armstrong until lap five of the six lap race.

Freddy Conover riding his new 350cc Kawasaki on the half-mile, out-distanced Ken Griner and Lou Gimenez to take the Novice win. Adding insult to injury, the Novices were combined with the Amateurs and Fred almost ran out his teammate Denny Aguirre, who ran second to Bob Graves.

Don Grigsby went out on top in the 250 Expert Twin and never faltered.

Chuck Bittle was the winningest rider, outside of Mike Tidwell, collecting gold in the Mini short track, 125cc Novice short track and half-mile and second in the half-mile Mini. Kirk Johnson managed to grab the Mini half-mile go. Steve Karsten put his 100 Kawasaki right at Chuck's back wheel but just didn't have the power to out-run the larger bike.

Bill Dobbs and Rob Selvy shared the 250cc Novice wins with Bill taking the short track and Rob the half-mile.

and 20 year old Ray Stafford was king drover for the night. In the first heat Bill Myers transferred to the main and Jim Summers was the hot shoe of the second heat. Eight riders challenged the first six semi-positions which would get them into the main. Ray Stafford took off in the lead and hung on. Bob Selvey took second. Jim Wright, Terry Williams, Russell Sanborn and Robert Murphy were the final riders to hold a ticket for the event. Bill Myers shot off the line like a bullet but didn't have the pleasure of leading very long as Stafford crammed his Kawasaki under Myers to take over the throne. Jim Summers got his two cents in as he dove under Myers to steal second.

Results in Results Section.

AME MX

By Ted Titmas

VALENCIA, CAL., MARCH 14

Every week it seems like a completely new course is laid out at Indian Dunes leaving local riders few if any advantages. Arnold Comproni (Mai), in the 250 Junior class, must have felt this week's course was laid out for him. From the moment he exited the first corner, Comproni never looked back on second place Scott Panning (Bul) and took both motos wire-to-wire.

The profit motive in the 125 Pro class had Sambo's mounted Mark Gambetta (Hon) coming out of the first turn in the lead and on the gas in both motos. The second moto, in a breathtaking display of riding, all eyes were on Bobby Kline (Hon) as he ate up the ground separating him from Gambetta, but on the sixth lap Kline's pipe fell off, fouling any attempt to catch up and he settled for second.



DENNIS GREENE

Pick one: Vince Vinson has (1) a bee in his bonnet; (2) new air shocks; (3) just won the Irish Sweepstakes; (4) just started to eat his lunch; This pic was possible thanks to the hillclimb at Saddleback.

Winning the first 500 Pro class moto, Mike Sixberry (Mai) seemed unlikely to repeat his performance in the second after starting dead last. No one thought much about Sixberry until the seventh lap when suddenly he was breathing down the neck of Joe Suebert (Suz). One lap later Sixberry passed and went on to win the overall with Suebert finishing second.

Results in Results Section.

Ready, set, go climb a hill

By Ann A. Powell

SADDLEBACK, CAL., MARCH 21

The Widowmaker Hillclimb in April and the World Championship Climb in May will depend on a combination of speed and power. With this in mind, today's climb at Saddleback Park put clocks on the top of a rough hill and gave riders a real run for their money. The hill, which was relatively smooth, was also very fast.

The smallest bike to crest the hill was a stock 360 Yamaha ridden by Clyde Peterson, and his time over was a lengthy 12.87 seconds. JMI teammate, Craig Mock, riding a highly modified 360 Yamaha, was the first to break the 10 second barrier. He clocked a very fast 9.64 run his first time up the hill.

Kerry Peterson, also riding for the JMI Team on his very efficient 400 Maico, set the time to beat. He made it over the top in an amazing 7.86 on his first try.

A new feature of climbs sponsored by the Saddleback Hillclimbers' Assoc. was started today, the exhibition class. For \$5 a rider could enter any size bike with any kind of equipment and the resulting purse was split three ways.

John Bjorkman, riding his highly modified Triumph complete with chains on the rear tire, took this class with a time of 7.95. It still wasn't fast enough to beat out Peterson's winning run in the stock 400 class. Bjorkman had built the bike for Widowmaker competition, and today was his first real run on it. "I'm set," he told the crowd. "This is exactly the way it will go to Utah in three weeks."

Second money in the exhibition class went to Bill Correll (Tri). Kerry Peterson, on that same stock Maico, took third place with a run of 8.24. (His earlier run could not be counted in this class.)

This was the sixth climb of 1976 and sixth winner in the open class was Tom LaRue. No one in this highly competitive class has been able to score a win twice.



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TED TITMAS

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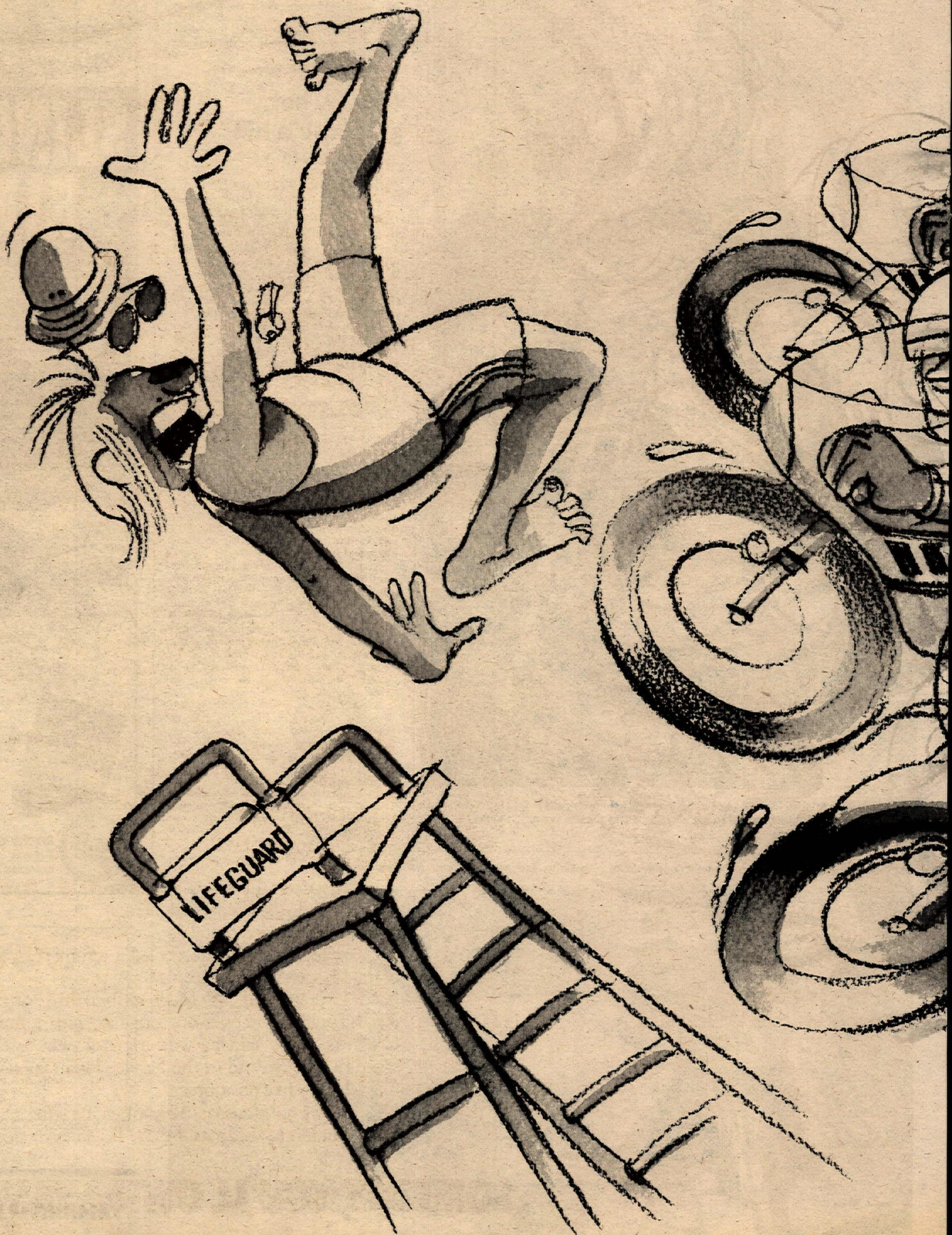
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CRC Candy Ass Enduro - the great team challenge

By Larry Langley

BARSTOW, CAL., MARCH 14

CRC's annual Candy Ass Enduro Team Challenge has turned into quite an affair. Nineteen teams entered this year in quest of the five foot trophy awarded to the victorious team. Each club enters up to fifteen riders with the ten best scores counted. Each club minute started five riders with the club minutes spread out throughout the first sixty starting numbers. Last year's winners, the Training Wheels M/C, entered two teams totaling 30 riders who wanted to compete for the giant trophy. Over 1200 riders entered for a very good turnout. The enduro started off at 8 a.m. on a somewhat easy first loop. The first check was off a minute, but was easily adjusted when cards were scored. There were 30 zeroes for the one loop only riders, which meant a good score at the tiebreaker would be critical. Young Jeff McNeely lost zero seconds at the tiebreaker, edging out Trace Willis who dropped one second.

The second loop wasn't overly difficult but fast in sections. No one zeroed the course, but many came pretty close. The tiebreaker was the first check, located approximately 4.5 miles into the loop, at a brisk 24 mph average. The check following in a 21 mph average section had everyone late. If any rider could have made the check, he would have won the enduro no matter what he did at the tiebreaker. Tight sandwashes and twisty trails made it tough to maintain the average but it was really fun. The second loop was just under 30 miles long and the final check was located in a sandwash about three miles from the finish in a slow twelve mph section. The check had to be thrown out due to an inaccurate clock which had CRC Chief Jerry McNeal pulling his hair out in frustration.

All the teams had finished the enduro, but they weren't quite done yet. CRC added a five mile special test to be run by each team. Their time was counted when the tenth rider came through the finish. Three rocky, snarly uphill gave the riders all they could cope with. The start led straight up a



JOEL JAMIESON

Broc Glover (21) and Dave Carlson (F7) tie one on at CMC Saddleback.

long uphill, in full view of the pits, and then turned down a rocky downhill allowing a good view of the enduro techniques, good, bad and comical.

After all was done, team scores were computed and special test scores figured in. The Bar Benders West M/C regained the trophy for the second time in three years, barely edging out the United Enduro Assn. by two points. The Bar Benders' highest score for their ten best was four points.

When individual results were figured, Ben Farner had won the enduro, edging out Lonnie Stefon, Jr. by one second. CRC used the second loop tiebreakers for the two loopers. All the top ten finishers lost one point. Lonnie earned a transfer to A rider status which competitors agreed was overdue.

Results in Results Section.

Saddleback to Carlson

By Joel Jamieson

IRVINE, CAL., MARCH 21

Dave Carlson, piloting one of those radical Franks/Hondas, zapped the berzerko 125 Pros with a 1-2 moto score, putting away such hotshoes as McDougal, Glover, Jennings and all the other SoCal moto aces.

Bruce McDougal put his T&M mount out front to get moto one rolling, with Dave Williams right on his tail, giving the fans what they came to see.

Even Candy Ass winner Ben Farner (note pun) had trouble with the special test section. Yes, this was an enduro.



LARRY LANGLEY

Meanwhile, Carlson picked off Williams and set his sights on McDougal. DG Performance's Broc Glover overcame a bad start and moved up fast on the top two. Carlson charged hard and got by Bruce with only a few laps to spare, leaving McDougal and Glover to round out the top three.

Carlson pulled the start of number two but DG soon had the lead with their young gasser Glover starting to build up a cushion on the pack. Dave Eropkin jammed his PK Honda into third and was looking good. McDougal, Warren Reid, out of FMF, Jeff Jennings, and T&M's newest, Ron Turner, had one heck of a battle going for fourth. Jennings survived the mob and closed on third place Eropkin. The heat of the day got to Eropkin and he passed out, eating it right in front of Jennings. Jeff avoided him and went on to a third place finish with Broc way out front and Dave hanging on to second, all he needed to cash in on the \$135.

Extremely talented Jeff Jennings would have taken the 250 Pro go, but due to a broken swingarm in the second moto, he handed it to teamer, Danny LaPorte. Following Danny in the payline was FMF'er Bill Rubly, a full-faced Robert Elliot, and the King of all Berzerkos, Wild Bill Grossi.

Tyer on top at AMC nite MX

By Joel Jamieson

EAST IRVINE, CAL., MARCH 10 Mark Tyer started a tad bit off the pace tonight but soon had his potent DG Performance Mono rolling as he got on the gas, winning the 250 Pro overall along with the final two motos. Mike Stearns unloaded hard while leading moto one, handing the win to "Lucky Yamaha" ace, Randy Burns. Randy gave Tyer a challenge during motos two and three but the DG racer held on for victory.

Steve Shippy, out of Harry's Cycle, and Jeff Ward continued their personal duel for top Mini Expert at OCIR. Shippy would have taken top spot, winning motos one and three, but a crasher in round two put him back to second behind freckle faced Ward.

Consistant 100 Jr. winner, Lyle Babi, looked as if he might have to take a back seat to Mike Vasquez, after Mike hooked moto one. Lyle got his stuff together in the remaining motos, though, and smoked 'em, much to the delight of his little sister, who is always there to cheer her brother on!

SRA & Suzuki team up

By Sebastian

CARLSBAD, CAL., MARCH 14 What better way to celebrate the opening of the new Suzuki MX School than to invite the public in to check out the terrain, race a little, and give them the chance to win a new Suzuki racing mount in the process? This unique combination of events came about as the Sportsman Racing Association inaugurated the first of a three race series titled the "Suzuki Series". It works like this: ride two of the three races in one of the SRA classes (Beginner, Novice, Advanced), take home a starter and finisher pin, maybe even a trophy. A drawing will be held at the end of the series to determine the bike winners.

The races were held on the Carlsbad off-road course which started on the dragstrip with 20 riders abreast. The course ran on about one mile of pavement, broken up by three hairpin turns reminiscent of Daytona's infield, then hit the dirt for three more miles of everything including one rather large waterhole.

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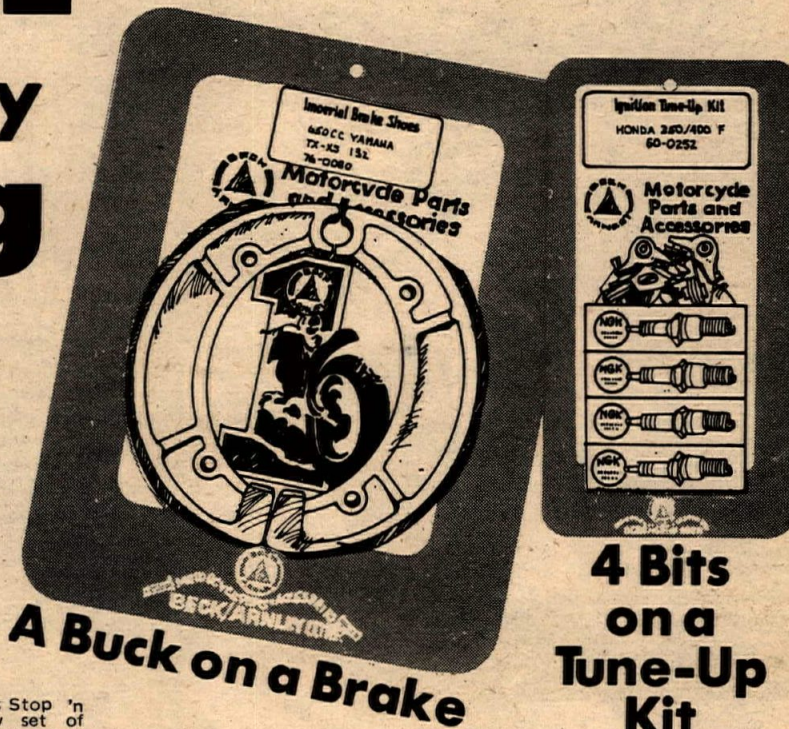
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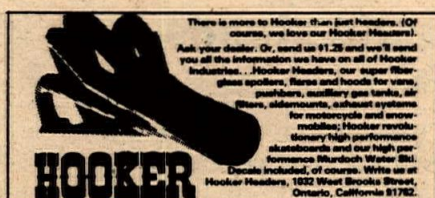
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After David Taylor takes the lead in the 125cc Pro class in the Friday night Irwindale Raceway motocross, the second position is really up for grabs, as shown here with Eddie Clark (17) leading Mark Lawrence (M), John Atwood (A4), Dave Carlson (F7), and Chuck Lunde (14).

The 250 Novice/Advanced race started the day off and Tony Faux (Yam), a transplanted enduro rider and a Novice to boot, held them all off for four of the nine laps before his plug came out of the engine and the electrics quit. Eventual winner Jeff Bott zapped by on his Yamaha and took the lead. Rising speedster Bill Misener grabbed the Novice win. The Open Beginner event was uneventful since Gene Hust (CZ) wired the whole thing for his first SRA win. The 101-200 bash kept everybody on edge and wasn't decided until the final lap. Stirling Hopson (Hon), Jeff Hollie (Yam), and Warren Barr (Hus) were within touching distance for the entire 35 miles until leader Hopson turned around to sneak a peek at the most inopportune time and ended up watching from the bushes as his first place went on by.

Results in Results Section.

Dirty ol' men at DeAnza

By Lucious LeRoy

SUNNYMEAD, CAL., MARCH 21
AMC welcomed the Over the Hill Gang to a bash of bodies at DeAnza Park on an unusually hot and dusty day. Dusty that is,

except for one wet stretch on an extremely slippery downhill that was watered before the second moto which brought on some bad spills and sliding. Everyone managed to get through with a minimum of casualties, but on top of the hill at the Amateur start a pileup occurred which almost blocked the track. Our resident retard, Ron, got philthy with Phil who goosed Garry who almost ruptured Rusty. After it was all over, everyone was back up and running except for Goosey Garry who had to retire his bike for the day.

In the Beginner class, Weinie Wayne rode well and stayed away from all the extra activity for a first place finish. Following was Fickle Frank, delivering the Fickle Finger of Fate to Toilet Tom who is looking for a new throttle for his bike.

Halfast Herb was a little more than that to finish first in the Novice class. Topsy Tom got a bit tipsy on the seventh lap and lost first place but hung on for a second.

The Intermediates rode without much incident and Lewd Lou turned in a winning performance, followed by the Sycho, Sig.

The Amateurs were led by Janitor Jerry sweeping a grand slam away from Jerky John. Retarded Ron, after he stacked the rest of the class up like dominos took a third. Honky Herb liked

the uphill, bringing out his 125 so he could finish seventh. Someday he'll be a threat to the 125 pros, maybe before he reaches 50.

Lanky Larry (ho hum) got another first place in the Expert class, but we got some guys gunning for him. Second place Corroded Carlos was too smooth to call him corroded.

Everyone got home pretty well under their own power. No major casualties and everyone smiling at the end makes for a fun Sunday.

Results in Results Section

"Bones Bounty" still stands

By Tom Blattler

IRWINDALE, CAL., MARCH 19
In the first week of the \$50 125cc Pro Bounty on David Taylor and Gary Denton, Taylor was without a sponsor (his bike wasn't running too quick) and Denton was out with a broken ankle. Dave Carlson had a new 1976 Miller-Mano Honda under him and the bounty was history with Carlson the easy victor. However, the management decided that the first week was a little one-sided, so they put up the \$25 again on Taylor.

This time, though, there was no denying the guy they call "Bones", as Taylor totally dominated each of the three five-lap motos to claim the overall victory. Actually the only race of the night in the 125 Pros was for second after Carlson pulled out of the race with mechanical difficulties. Behind Taylor in the overall was John Atwood, who has been improving each week, followed by Eddie Clark, Steve Schilling and Mike Haas.

Maico-mounted Davy Carlson rode three very consistent motos in the 250cc Pro division to claim the overall class honors. The 250 Pros supplied the finest racing of the night and the opening moto was one of the most exciting races of the season here at Irwindale.

Jeff Vidic, Bill Rubly, Carlson, Val Tamietti, and Chuck Lunde were bumping handlebars and wheels, each hoping to move past the guy in front of him. However, the maneuvers were to no avail and each held their respective spots in a super race.

Again in the second moto, it was your basic two-wheeled roller derby as the same five went at it, but this time Carlson held on for the win. The final five-lapper found Bill Rubly outclassing the rest of the field for an easy win. Carlson finished second to take the overall with Vidic third in the moto and second overall.

Desert hotline

Mayes was just a haze at Dusters Desert doins!

By Linda Hecker

RED MOUNTAIN, CAL., MARCH 28
It takes a club like the Dusters, with seventeen previous races under their belts, to lay out an exciting course that everyone seems to enjoy. This event has to have been one of this year's better races. The Dusters' famous sissy run put riders through 90 miles of Red Mountain area's best.

Again this was a winning weekend for Mitch Mayes, who carried his lead from start to finish. Bruce Ogilvie occasionally caught sight of Mitch's dust, but couldn't quite catch the man. A.C. Bakken followed Bruce to take third place overall, second Open Expert.

The 250 Expert class winners were Bruce Ogilvie, Brent Wallingsford and Larry Roeseler. Brent and Larry came through the finish in forth and fifth

overall with Brent staying just a few turns ahead of Roeseler.

"C" class rider Don Green was trailing Bill Friant by thirteen positions when he came through for the first pit. By the second pit stop, Don managed to pass seven more riders to close the gap between Bill and himself. Finally Green passed Friant to place first 175 Expert, with Bill right on his tail.

Brian Wright took the overall in the Amateur class, with Craig Kinndman and Ron McCamash following close behind. Brian was the eighth rider through the finish with Craig taking ninth.

The Senior Division drew a large number of fast riders with Knapp being the quickest of them all. George Walker followed fifteen places behind Knapp to place second Senior Expert, and Dick Camp managed a third.

Trudy Beck came across the finish line 101 overall. That's not too shabby. She naturally won the Women's Division with Dawn Grant following about thirty places behind.

To give a general idea of the speeds traveled this weekend, Mitch Mayes covered the first two thirty mile loops in just less than one hour. Mitch slowed down a little to drive back home so that he wouldn't be feeding the Bears!

The Dusters laid out 90 miles of prime desert and threw in this one crummy rock.



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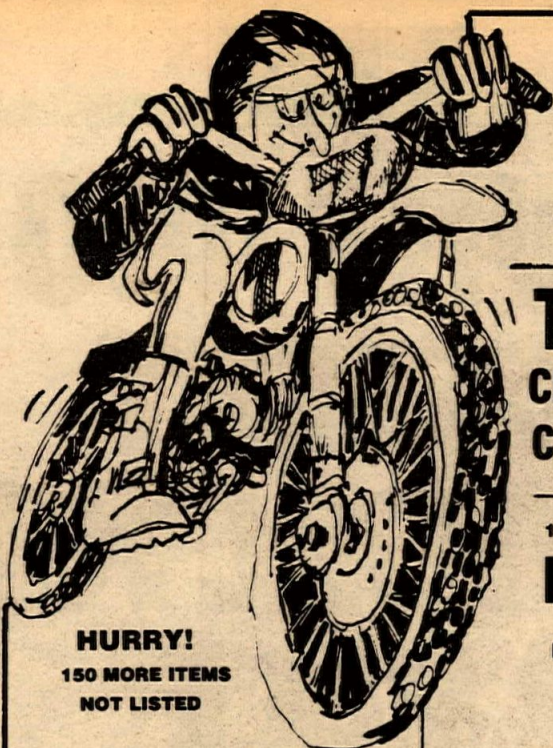
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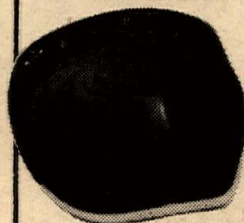
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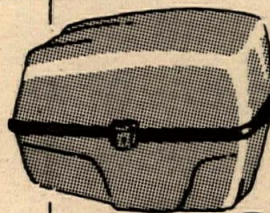


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The Chicken Enduro: "Everybody expected a fun enduro"

By Mike Kinsella

CLEAR CREEK, CAL., MAR. 14

The Pathfinders Motorcycle Club of Fresno put on their annual Chicken Enduro in the rugged San Benito Mountains. Most riders expected a fun enduro, a kind of casual road ride. Things turned out differently.

The day began badly. The Pathfinders showed up an hour late and soon found it necessary to postpone the start until nine o'clock. Angry riders milled around asking each other when things were going to start and when were the route sheets going to be handed out and how could a change on the entry form be made when no one from the club seemed to be around? Eventually the club members got their stuff together and the first riders left the pit area to begin trekking over the 95 mile course.

A large portion of the course was laid out over the old silver mining areas which cover the landscape. These areas are very high, barren ridges of powdery, loose soil and the trail would run up and down and along the top of these ridges for hours. The downhill was easy since there was so little vegetation that a rider could bomb down in fourth gear in a straight path to the bottom without radical changes in direction. Going up was a bit of a problem for some, especially the small bores, but generally it was a matter of gassing it and keeping up momentum so as not to bog down in the flimsy topsoil.

The second loop turned out to be a real shaker and breaker for the perhaps overconfident and a little tired riders. Now the ground was rougher and broken with ruts and whoop-de-dos. The trail led more and more through handlebar-high manzanitas brush. The path was so tight and twisting that it was hard to line up a bike with a long wheel base for the turns. Riders began to hang up in the undergrowth, people began to center punch the back wheels of each other's bikes and shoulders began to ache with the constant strain. The manzanitas seemed to go forever; 40 of the last 50 miles must have been hacked out through the bush. More and more riders pooped out now and took shortcuts back to the pits.

At last the trail led down a dusty ridgeside to the eighth and final checkpoint where there was a tie breaker section for those who still had the energy and inclination to keep going. For most it was over. It had turned out to be a very good enduro and if it had begun a little badly it ended with a lot of riders knowing that the ten bucks to enter was well spent. ●

Results will be available soon.

A day for firsts

By R. D. Woods

LA GRANGE, CAL., MAR. 14

Three riders enjoyed their first wins today. Mike Hurst (Hon) took advantage of traffic to go for his first win in the 80cc Mini Novice class. Dean Coca (Yam) rides two classes but had never won on his 125 until today. He got the holeshot and led all the way. Anthony Price (Suz) waited until the second lap of his race, then put his TM 250 into first place and stayed there for his first win.

Ted Davidson returned from Daytona and showed his professional form by winning the 125cc and Open Expert events. Jim Cunningham is also accustomed to doubling, but ran into stiff opposition from Scott Baker. Cunningham did win the 80cc Mini Expert Main but had to settle for



"Everybody expected a fun enduro" ... and they got it, after a short wait.

This Penton rider seems to have tossed out the anchor early. Wonder what's at the bottom?

Headin' for the home check at the Chicken Enduro. A day well spent. Yahoo!



PHOTOS BY ED DOODY

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6th Annual VIRGINIA CITY GRAND PRIX ... MAY 8 & 9, 1976

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NORTHERN DATELINE

second in the 100cc Mini Expert Main when Baker jumped out in the lead and held it all the way.

Perhaps the most thrilling race of the day was staged by the 250cc Experts. Once off the line and sorted out, there was no change in position among the leaders, with John Pittman (Bul) leading and Matt Carothers (Yam) following at a comfortable distance until the closing laps, when Carothers made his charge. He got a wheel inside Pittman on the turns several times but was unable to complete the pass. The last lap saw Carothers making a final effort on the inside coming into the finish straight and both riders crossing the line side by side with Pittman getting the nod by the barest margin.

Woodson by a pipe at Marysville MX

By Rex Backman

MARYSVILLE, CAL., MAR. 14

Over two hundred riders were treated to a new track design. Using some creative thought, promoter Fred Dion changed the course into a very tough and competitive track.

Husky mounted Jim Lesniewski looked to be well on the way to victory in the 125 Expert class until just a few laps from the completion of the final moto. Lesniewski had won the initial race over Al Hall (Hon) and Rick Woodson (Suz), but slid out. Al Hall and Woodson fought for the lead, but this time Woodson hung on to win as Al's pipe vibrated off his machine with just one half lap remaining. Hall barely held off a desperate charge by Lesniewski to get second by a few inches. All riders, Woodson, Hall and Lesniewski, tied with four points apiece with the overall going to Woodson.

Dave Longcor was long gone in the 250 Expert opening moto as Doug Fuller (Suz) and Mitch DeVaughn (Suz) trailed the Bultaco ace. DeVaughn passed Fuller for second as Ernie Sullivan (Kaw) and Husky mounted Eric McKenna joined the battle for number two and three. Longcor, with a large lead, took the win with McKenna second followed by DeVaughn, after an impressive ride.

Pat Wilson got the next holeshot as he led Longcor, Kevin Henry (Bul) and Sullivan for half a lap until crashing. Longcor and Henry pulled away from the field as the two riders had a private

duel. Eric McKenna held down third followed by DeVaughn and Sullivan. Waiting until the last possible moment, Henry passed Longcor to take the moto victory over the field.

Danny Leet (Mai) swept both motos in the Open Expert class for the top cash. Leet had to overcome Ted Rogers who led the early laps of moto two.

SVS Semi-Pro MX

By Sallee Hilton

PLYMOUTH, CAL., MAR. 7

Between white flag and checkered flag, the first ten places in the 125 Experts first moto underwent drastic change, mostly on the last quarter of that last lap. Al Hall (Hon) led the first half of the race, looking like a sure winner. Jim Lesniewski (Hus) took over the lead when Hall crashed hard coming off a high speed jump. Mike Preston (Nog) moved up to chase Lesniewski making it an interesting race for first, but the real excitement was going on in the back of the pack. Robert Norton (Hon) and Mike Marquez (Hus) had started at the tail end of the pack and were both smoothly and systematically picking off places, sneaking right up to the front runners. Meanwhile, Lesniewski was holding on to the lead, and Preston, in second, was being pushed by Chalma Roberts (Hon) who just finished battling it out with Dave Wood (Yam) for third. Norton moved in for a piece of the action, passing both Wood and Roberts. At the beginning of the last lap the line up was Lesniewski, Preston, Norton, Roberts and Marquez, all close together. Norton took over second when Preston crashed, then went down himself. In a surprise move, ten yards or so before the checkered, Marquez gave it an extra burst right in the middle of the double downhill jump and moved into second. Roberts finished third and Wood fourth. Lesniewski was still in first.

In the second moto Lesniewski took the lead right off the starting line followed by Roberts and Marquez. There was some switching off between the first three for the lead, but Marquez finally moved away from the others. Lesniewski took over second and Roberts stayed close behind. Fourth place was way back. Again Norton had a bad start, and again he was moving up taking one or two riders each lap. Roberts and Lesniewski had changed places by the time Norton got there to

The 250 Experts at Marysville, with Longcor (2) at point.



REX BACKMAN



CECILE REISCHMAN

Steve Monger (2) shows Derek Land (1) he's tired of being No. Two at Porterville's D-35 TT.

pass both of them at the white flag, determining the finish order. Payoffs went to Marquez, Lesniewski and Roberts in that order.

The first moto of the 250 Expert class was Pat Wilson (Hus) all the way. Dave Longcor, running second from the beginning, got close to Wilson before dropping to 17th. Randy Losh moved into second, and held it until the last few seconds when something went wrong with his Bultaco. Floyd Davis got by him to take second. Davis had had his hands full throughout the race with Kim Reeg challenging when he stalled it in a turn. Losh finished the race on foot pushing across to take third, the Bultaco had blown the crank!

In the second moto Kevin Henry (Bul), Longcor and Davis took over the first three places right off the line. Longcor and Henry kept trading off for the lead. Davis was closing in by the time Henry had moved out a little from Longcor. In the last few laps, Longcor and Wilson moved in when Davis lost control long enough to let them by. In the last lap Wilson went down for a DNF and Davis was back up to fourth with Kim Reeg again on his heels. Henry took first overall.

Garrison doubles at Porterville

By Cosmic Cat & Co.

PORTERVILLE, CAL., MAR. 14

It was a great day for Mike Garrison of Tulare. Eleven-year-old Garrison started the day off by bagging the 56-89cc Expert honors over Bakersfield's Rob Ely (Yam). Ely was the lead man through lap four of the six lap Main with Garrison (Yam) running a close second. Garrison pulled by on lap four and went on for the win.

Garrison had to play catch-up again in the 100cc Expert Main when Kirk Smith (Suz) grabbed the lead off the line and managed to keep it for two laps. Smith fell victim to the hard-chargin' Garrison in the sweeper, and it was Garrison going on for his second victory of the day while Smith followed.

Derek Land (Yam) was at the point of the 125cc Experts when he went down on lap two and in the process gave way to a furious battle for the lead between Jack Jones (Suz) and Danny Jones (Kaw). With literally no dead air space between the two Joneses through laps 2, 3, 4 and 5, Jack Jones blew his hard-fought-for lead in turn three of the final lap when he laid it down. Danny Jones who was only inches behind, avoided contact with the downed leader and went on for the first place iron.

Hill and Gully MX

By Pat Jaquish

KIONA, WASH., MARCH 7

Riders at the Hill and Gully MX track were treated to all natural terrain this Sunday. Parts of the old course were combined with new sections to provide 1.5 miles of tight and twisty track. Some sections proved to be very unpopular with one being removed after the riders meeting. A large turnout in the 100, 125 and 250 classes, combined with the narrow track, caused the promoters to split these classes and run qualifiers with the faster riders transferring to the A.

In the 100 class, Craig Sawyer (Yam) and Dave LaPierre (Suz) easily did away with the competition in their qualifiers. At the start of the 100-A, Sawyer quickly jumped into the lead with LaPierre close behind. Within two laps, Dave charged into the lead in his



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NORTHERN DATELINE



Is Ronnie Mendenhall (16w) demonstrating "fly by wire" technique? Or is he under remote control? Photo from the Mar. 7 Sprockets Park MX in which Ron dominated the 125 Inter.

WFO riding style and held it to the finish.

Stan Campbell (Suz) bolted to the lead of the 100-B followed closely by Troy Sawyer (Yam). Stan held firmly onto his lead until falling on the difficult uphill. Trov then clamped onto a lead which he never relenquished after Stan destroyed his rear hub on the bone-jarring course while trying to catch up.

In the first of two 125 qualifiers, Craig Sawyer (Yam) set pace as he quickly maneuvered his trick monoshock to the front of a very quick class. After a bad start, John Kaufman (Yam) chewed up the track and was soon sitting right on Sawyer's tail. The two battled for ten minutes with Sawyer always in the lead and finally picking up the win. In the second qualifier, Ed Livezey (Hon) squirted into the lead of the best race of the day. Sandy Jaquish (Yam) was in hot pursuit and quickly closed on Livezey to take the lead. The two diced back and forth for five laps with Livezey finally taking the win after Jaquish tired.

Jaquish, Livezey, Sawyer, and Kaufman all gassed it as the 125-A riders set a blistering pace. Livezey was really pushing his Elsi as he took the lead. Kaufman moved into second only to stall his bike on the deeply rutted hill and fall back. This left Sawyer in second, Jaquish third. Sawyer then made his move on Livezey and opened up a 100 yard lead which he held to the finish.

Results in Results Section.

N.W. Rams team race

By Marty Gregory

MURPHY, ID., MAR. 7

The Idaho branch of the famous Rams desert club put on a neat team race for the local riders this past weekend. There was a fine turn out of talented sandwash freaks who showed up for some fun. Leading the boys around on the first of the three laps was the team of Bob Carlberg (Kaw) and company. Something happened to Bobby and his buddies by the end, though, for it was Terry and Danny Lankford and their teammate Randy Putzier coming home first after 90 miles of gassin' it together.

The hot set-up for team racing is to stick tight to your partners' tails, go through the checks at the same time and not break or fall off. The Lankford brothers and Putzier managed to do all of this and went pretty fast at the same time. About two minutes behind the winning team was the trio of Bob Bosserman (fearless one-day contender), Steve Jones and Harry Wishart who is an old hand on the Murphy terrain. Jones rode the 125 for the team (Each team has to have one of the darn things!) and claimed he rode his yarbles off staying with Bosserman and Harry.

Bosserman was pleased with the collective performances of himself and his teammates although he couldn't tell

you what Harry's last name was after the race.

"Just some guy named Harry who needed a team. We came down here looking for another rider and found a pretty good one ... dude flat puts the gas to it!"

Harry probably didn't know what Bob's last name was either.

Results in Results Section.

Sacto Jammers "Wild Hare"

By Sallee Hilton

PLYMOUTH, CAL., MAR. 14

Hare Scrambles may not generally be considered a spectator sport, but this one brought them out by the hundreds. The beautiful weather, combined with the Plymouth terrain which allows much of the four mile course to be viewed, and approximately 250 riders, made this an attractive event for spectators and riders

In spite of the drought year and no recent rain in the area, the Jammers' reputation for super mud holes was upheld by an unexpected flooding of the property the night before. Interest was also added by a few neighboring cattle who managed to find an opening in the fence and race with the Experts for a short distance before deciding their own side was preferable.

An extra special Club Participation trophy brought many club groups into

an active effort to obtain it. For a time there was a four way tie, and then it was narrowed to a three way tie. The tie had to be broken by club membership cards and the winning club was Sonoma County Sport Cycle Association.

The LeMans start, with over 80 riders on the line was done in two waves. Experts and Juniors took off first; Novices followed in two minutes. The course was well marked, but the first lap still found riders getting lost. The first mile was deceptively smooth going, as it was mostly laid on and around the motocross area. The riders were soon to discover the tricky spots, and came to be believers in the "three arrows pointing down" that indicated the next one. The leaders in each of the four races were completing about 10 laps in the one and one half hours allowed before the checkered flag went out. ●

Greg Gainer Benefit

By Jan Newman

ALBANY, ORE., MAR. 14

If the Puyallup Trans AMA race seems like a long time ago to you, consider how long it has been for Greg Gainer. Greg was critically injured the preceding week at Puyallup and is still hospitalized in Portland. He now is allowed to spend weekends at home in Salem with his friends and family and was also able to be on hand to watch the race today.

The competition was not hampered by lack of trophies or prize money. The 125 Experts were especially hot and well matched. Richard Earle (Hon) was top dog with a 2-4 record but it could have been anybody's game at any time. Bill McCormick (Yam) was 1-5, Tom Nixon (Hon) was 5-2.

The expected battle between Kevin Meyers (Yam), who practically owns first place in the Open Pros, and Barney Newman (Hus) never materialized. In the first moto Newman went nose first into the goopy mud just as Meyers shifted into overdrive to take a never challenged lead. Newman played catch-up the whole moto to finish second. When the wire dropped in round two Meyers was nowhere to be found. Apparently his mount gave up.

Anyone who missed the race and would like to help out can send a donation to the Greg Gainer Fund, Far West Federal Savings and Loan, Center & Liberty, Salem, Oregon 97301. ●

Rogers at Madera Lakes

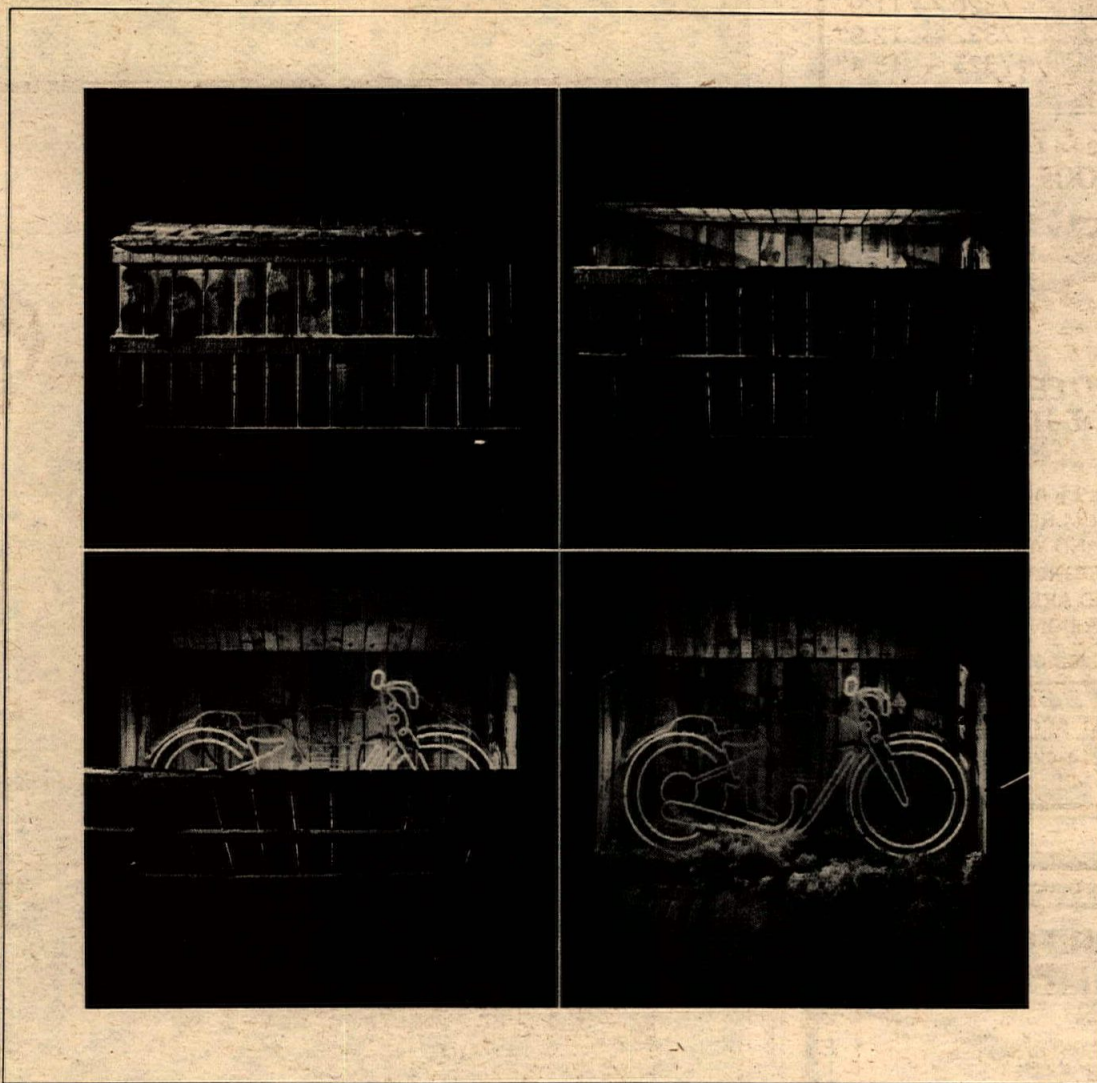
By Duane Garrett

MADERA LAKES, CAL., MAR. 14

John Rogers (Yam), Jim Franklin (Hus) and Parry Klassen (CZ) topped the 125, 250 and Open Pro classes today at Madera Lakes Raceway on a track which all the riders agreed was in top shape. An all new back section added more to this already spectacular natural terrain MX track.

Tim Worth (Hon) led the first moto of the 125 Pros around the first turn only to fall coming off the jump in front of the announcing tower. Randy Johnston (Hon) quickly grabbed the lead holding on for almost the entire race. Steve Parker (Hon) got a break when Johnston missed a gear, allowing Parker to slip by and take the win.

In the second 125 Pro moto Tim Worth was determined to show everybody he could ride a motorcycle without falling off. Worth did just that, as he took the holeshot, stretched out a comfortable lead, and took the win without even breathing hard. Randy Johnston was on his way to second place and the overall when he fell allowing John Rogers to pass. Rogers scored just enough points to take the overall. ●



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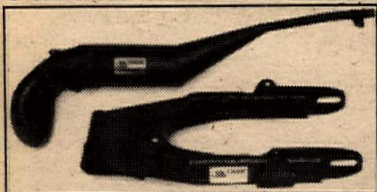
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CENTRAL PIPELINE



D. H. NIELSEN

Dicky Turnbo scored double Amateur wins at the Astrodome and Texas Stadium to become the premier stadium-crosser in Texas.

Turnbo tops 'Dome-cross amateur show

By Dave Nielsen

HOUSTON, TEX., MAR. 12-13

Although never having raced a Husqvarna previously, Dicky Turnbo of Killeen, Texas outclassed a field of AMA Amateur/Experts at Houston's Astrodome aboard an L&L Cycle 250 Husky, finishing 2-1-2-1 for the four motos spanning the Friday and Saturday night program. Unfortunately for the spirited Louisiana contingent, moto winners Keith Payne and John Neal both ended on the DNF list, as Texas riders swept the top four overall places, and Louis Kirkland (Yam) of Jackson, Mississippi marked fifth.

Devised as a filler between the professional "Supercross" classes, the 250cc mounted Amateurs provided plenty of excitement and drew some of the loudest cheers from the crowd, which averaged 25,000 each night. Close quarter racing and untimely get-offs kept the action lively, because after all, these guys don't have many chances to see their names up in lights. Even veteran announcer Roxy Rockwood got caught up in it a couple of times.

Cajun Keith Payne (Yam) looked mighty strong after his first moto win, but he took one fall too many in the third moto, crashing painfully into the tunnel under the infield jump. Later that same race, Turnbo's lead went away while he cured a dead motor of a grounded kill switch, giving John Neal

(Suz) his only first, while Turnbo barely got by Dallas area riders Monte Anderson (Hon) and Kurt Janish (Suz) at the checkers for second. As Turnbo blew away in the final heat, the showdown for runner-up went to Janish, who recovered from a rash of balky starts to nip Anderson by one point in the overall tally. Despite a spectacular endo in the third round, Beeville's Rey Longoria (Bul) endured to take fourth ahead of Louis Kirkland, the lone entry from Mississippi.

Results

1. Dicky Turnbo 2-1-2-1 (Hus). 2. Kurt Janish 3-4-3-2 (Suz). 3. Monte Anderson 4-2-4-3 (Hon). 4. Rey Longoria 5-3-8-5 (Bul). 5. Louis Kirkland 8-7-5-4 (Yam).

Texas Stadium to Turnbo

By Dave Nielsen

IRVING, TEX., MAR. 19-20

Husqvarna-powered Dicky Turnbo completed his domination of the 250cc Amateur motocross program here in the home stadium of the Dallas Cowboys, winning all four motos to back up his last week's victory under the 'Dome at Houston. Against a field of riders from Texas, Oklahoma, and Kansas picked and invited by the American Motorcycle Association, the 16-year-old from Killeen, Texas highlighted the non-pro racing between 250 and 500 class professionals riding in the annual "Super-Cross" series of stadium races.

Turnbo led comfortably in the first moto until traffic slowed him toward the end of the 17-minute race, closing the gap for second-running Kurt Janish (Suz) of Plano, Texas, who moved to

within a bike length at the checkers. Two quick Kansas riders, Richard Hird (Mai) and David Lahey (Pen) put in good third and fourth efforts. A three-way bout in round two had the stands buzzing as Janish edged by Turnbo and then by Lahey, who slowed suddenly with a tweaked shifter, but held the rocking chair between the two Texans. Janish appeared ready to go in the winner, but late in the race killed his 'Zuki in a corner, handing the point to Lahey and Turnbo. Seeing his chance, Turnbo leaned on Lahey and took a second straight win, while Janish recovered to finish second.

The third heat saw Turnbo, Lahey, and Janish finish top three, with Hird dropping to tenth after a 3-4 showing Friday night. Moto four was another chance for Janish, but just as Turnbo was moving in to challenge, Kurt's gears locked solid as he powered out of a corner, and Dick stroked in for an easy win, capping off a great two nights of gassin' it only a foot of dirt away from the plastic grass tread by the likes of Too Tall and Roger the Dodger.

Results

1. Dicky Turnbo 1-1-1-1 (Hus). 2. David Lahey 4-3-2-5 (Pen). 3. Richard Hird 3-4-10-3 (Mai). 4. Randy Hulsey 9-6-8-2 (Yam). 5. Kurt Janish 2-2-3-18 (Suz).

Cyclesports MX revival

By Dave Nielsen

CONROE, TEX., MAR. 14

Mostly neglected since its glory days in the early 70's, Cyclesports Park has been shaping up again since its re-opening last summer,

looking more and more like the Inter-Am track it used to be. Today it was the only area MX course beside the Astrodome to miss heavy weekend downpours, although intermittent drizzle made goggles useless, and kept some sections greasy slick. Despite a light turnout, trophies to eighth place and \$750 purse were shelled out as increasing rains made for tricky trucking out of the pits.

The minis were out in force, however, with Jr. Minibike winner David Douglass (Yam) going on to take the first moto of Senior Mini, with Tony Nielsen (Hon) and John Bersch, Junior (Hon) biting his knobby. Time bomb YZ80C Yamahas had led briefly, with Derek Wedding and a young rocket man named Jones aboard, but they also headed the DNF list. In round two, Jones had his shifts back together and blew completely away from the race for first overall, that saw Bersch reverse positions with Nielsen for class honors, while Douglass took third overall.

The sky turned red with the '76 Elsinores of Shaun Kelley and "Tex" Johnson in 125 Expert, but Johnson dropped his screamer and his runner up slot to Dean Henrickson (Yam) as the going got slippery. Eddie (Yam) Roberts led a battle for second in the final to end up fourth overall over Can Am's Roger Brown.

It was down to the wire, gas it and hope in Open Intermediate, with Andy Howard (Bul) sliding under Bill Davis (Yam) by a wheel at the white with black squares. Or is it black with white squares? (Answer on page 85)

Austin February Amateur series

By Greg Labbe

AUSTIN, TEX., FEB. 29

In order to get riders to take their scooters out of mothballs and prepare for the onslaught of Spring racing, Austin Motocross Park instituted a February series for Amateur racers. Interest ran high as turnouts for each of the three Sundays in February ran in excess of 250 riders. In addition to regular first, third, and fifth Sunday race trophies, overall series trophies were given out at the February 29th race as soon as scoring could be completed.

Scoring was based on the best five out of six motos run during the month of February. To determine their score, riders took the number of riders signed up in each moto and subtracted their finish position from that number, then dropped their lowest scoring moto.



Roger Brown duct taped his broken foot at Austin and went riding.

Among the class winners were Keith Davis, Yamaha, Mini Junior; Frank Tello, Yamaha, Mini Senior; Troy Patterson, Suzuki, 100 Novice; Frank Patterson, Suzuki, 125 Novice; Kirk Hanna, Yamaha, 125 Intermediate; James Coppeage, Yamaha, 250 Novice; Scott Zettner, C-A, 250 Intermediate; Lee Biggart, Yamaha, Open Junior.

As one might expect, consistency was the key to success. Overall winners were more often than not those who stayed within the top four or five in each of the six motos. The closest race by far was the Open class where the top three riders finished within a single point of each other.

Results in Results Section.

Missourian wins at Whitney hill

By Diane Polley

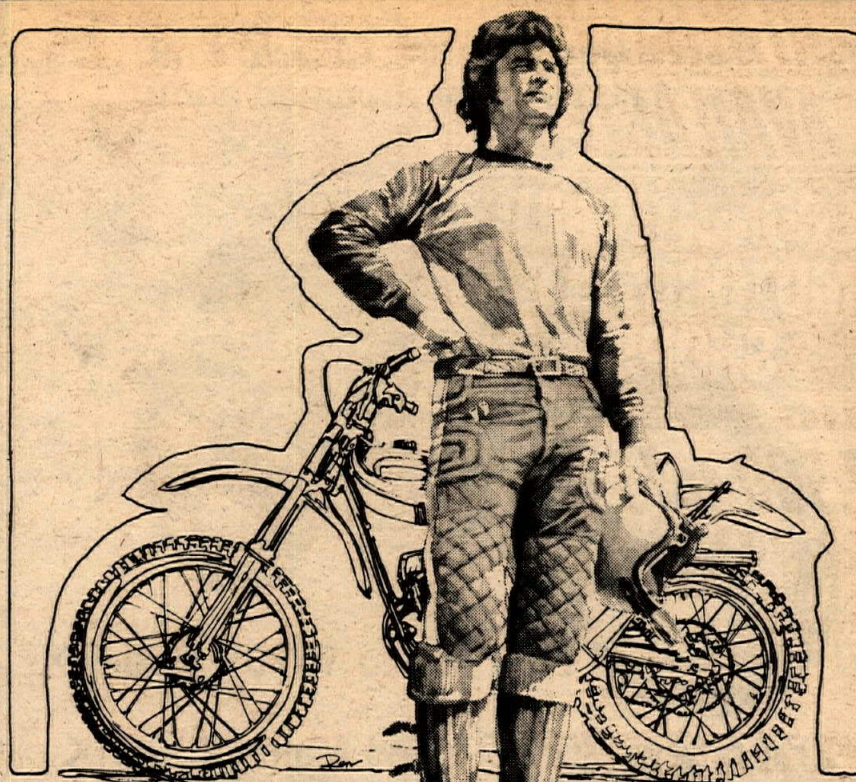
WHITNEY, TEX., MAR. 21

The 144 riders who turned out for the climb at Lake Whitney Cycle Ranch enjoyed a perfect spring day. They also gave the 240 foot hill a bad time and in the process the hill went from loose to very loose. At the 100 foot mark it got so bad that it

250 Novice series winner James Coppeage leads Kenny Hill (21) during February series.



PHOTOS BY SUSAN HOERMANN



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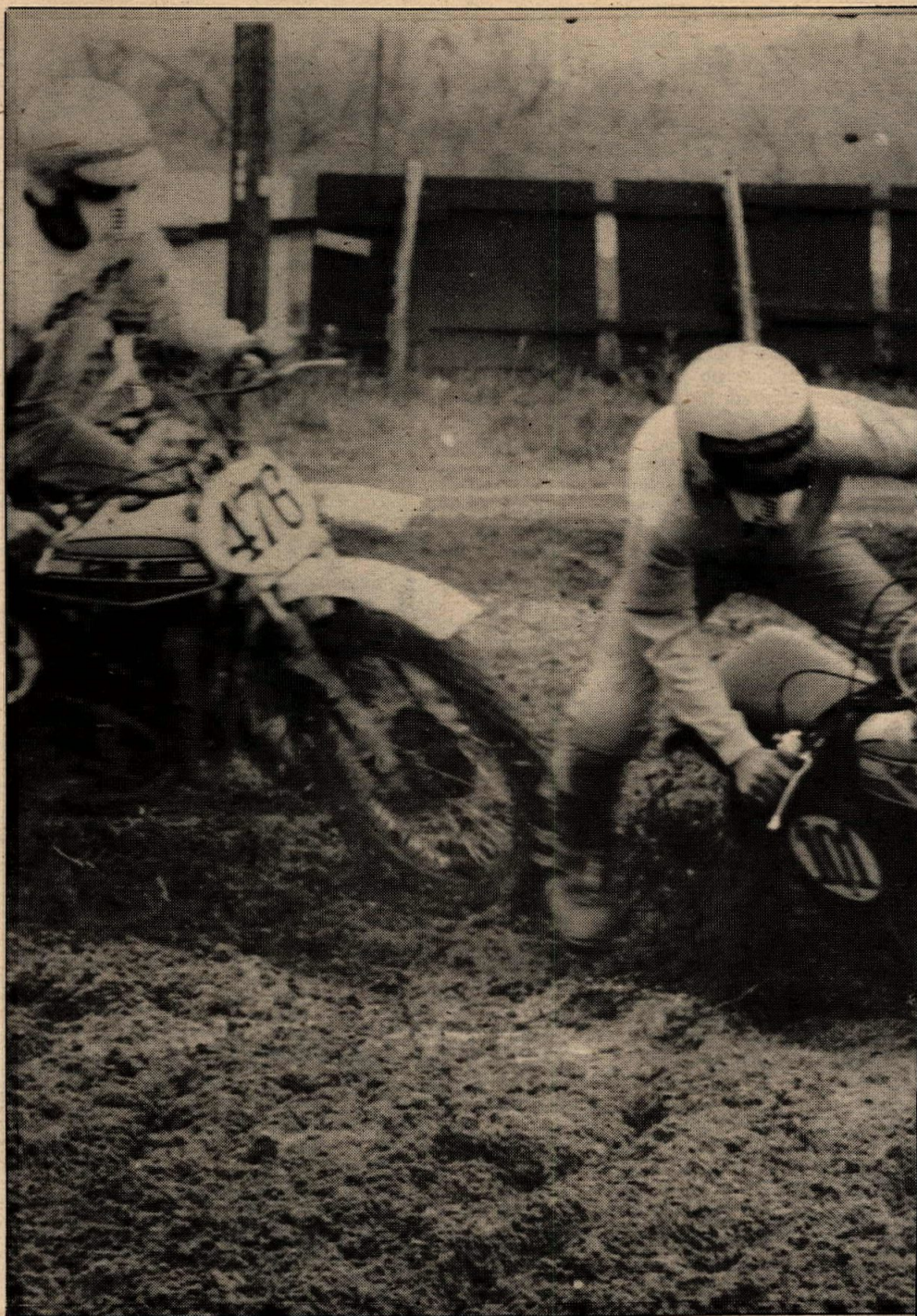
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CENTRAL PIPELINE



Brian Zettner (101) loses his 125 Can-Am in the infamous tapioca turn at Cyclorama. Bruce

was slick, as several riders found out when they had to abort rides when they got crossed up.

In an effort to make the hill safer the Texas Hillclimbers have moved the finish line about ten feet from the top. Quite a few contestants probably would not have received times if this had not been done.

Mark Scholz (250 Bul) of St. Joseph, Missouri set the fastest time of the day on his first try in the 250 class. His 6.30 second time proved to be unbeatable even after the big boys were through. Scholz's last run in the Exhibition class set a 6.88 second time for second place.

The Hopkins family did a fine job of making themselves known in Texas also. Jim the little one, kicked, stomped and rode his way to 225 feet in the mini mini for a first. His big brother, Steve, showed every one he knew how to ride his 100 Kawasaki when he set a 9.03 seconds on his first ride in the 100 class. Steve also gave the men in the 200 class a scare when he set a time of 7.76 seconds, but Sunny Holmes found a little more oomph in his Bultaco and came up with a time of 7.64 seconds for first.

As an extra added attraction the THA added a one shot money class that was

Edna Elkins lays it down going up at Whitney.



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Phillips (660) and Scott Zettner (476) wait their turn.

run after both regular tries. The winner was determined by who came closer to or beat the greatest first place time in their class. Steve Hopkins (100 Kaw) was the first rider to try and he was the only one to better the time. He set a 8.54 second time which was .49 faster than his posted time. Gary Chandler (500 Yam) was second followed by Dave Corbin (350 Kaw) and Sunny Holmes (200 Bul).

Zettners zap San Antonio

By Ginny Cutting

SAN ANTONIO, TEX., MAR. 14 With weather conditions a little bit on the shady side (rain imminent) and super use of a newly installed watering system — race day at Cyclorama was a muddy question mark.

With combined racing for the 250 Juniors and Open classes, Scott Zettner (C-A, 250) and Gregg Siestma (Suz-Open) provided exciting competition in both motos. Each maintaining their first and second positions in both motos, brought full attention to the conquest of third place. Two Husky riders, David Stutts (Junior) and Bruce Finley (Junior) showed what motocross is all about. The first moto yielded mechanical problems on the next to last lap for Bruce Finley and brought him in with a ninth place finish. The second moto was without lady luck

for David Stutts after doing a fast gearing change between motos, the bike wouldn't cooperate and left David with a DNS.

Undoubtedly, the most exciting racing of the day came with the 100s and the Over 30s combined competition. In overall scoring, one could see an over 30 then a 100, an over 30, then a 100, etc. And that's some racing! Separately though, the 100s took the spotlight. Kyle Landrum (Suz) and Randy Mann (Yam) were close at each others' frames throughout the entire first moto. With one lap to go, the fight was on and as both riders approached the checkered flag, the pressure and tension was evident. With agility and force, Landrum surged forward and gave himself a half bike lead and a first. With the beginning of the second moto, tension was again soaring and the first turn proved to be the judge — shooting off the starting gate and into the first turn, Landrum and Mann were neck and neck — but, perhaps, too much of a "bottleneck" situation for Mann, who was tripped by another rider and found himself high side and biting the dust. Landrum bit the throttle and sailed into another well earned first.

The largest class of the day, the 125 Novice and Juniors combined created a hectic two rounds of scoring. Can-Am's Brian Zettner (Novice) and Suzuki's Neill Cooper (Junior) played a constant game of cat and mouse. Novice riders Randy Goff (Hon), Jerry Rigby (Hon), Bob Burkhart (Hus), Bruce Phillips (Hon) and Brian Mason (Yam) clearly provided suspenseful action.

Results in Results Section.

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Model	Suggested list	Ring set
125cc BULTACO Sherpa	22.00	4.40
250cc BULTACO Sherpa	22.55	5.50
250cc BULTACO Pursang	23.65	5.94
250cc BULTACO Matador	25.85	5.94
250cc BULTACO Pursang 5 Port	28.05	7.92
260cc BULTACO Bandido	28.05	6.60
125cc MONTESA	24.20	6.60
250cc MONTESA Capra	28.05	12.10
250cc MONTESA 5 Port	28.05	6.60
250 MONTESA VR	28.05	10.34
360cc MONTESA Capra	28.60	7.92
125cc MAICO Enduro-Scrambler	25.30	4.40
250cc MAICO T5-5 Port	28.05	4.62
360cc MAICO Enduro-Scrambler	33.00	6.60
*400cc MAICO Enduro-Scrambler	33.00	6.60
250cc HUSQVARNA	25.85	5.50
360cc HUSQVARNA	33.00	5.94
405cc HUSQVARNA	35.20	7.48
125 PENTON (SACHS)	23.65	9.35

Liners, Rings, Circlips, Pins, available separately

* Skirts must be matched to original piston

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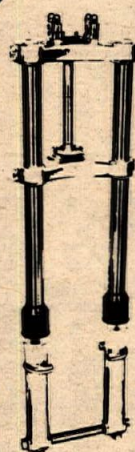
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RESULTS

MRRA Pueblo, Colo. Mar. 21, 1976

By Susan Whitefeather

BEG	
Darrell Clark	Hon
Don Ross	Suz
Daryl Leavenworth	Ind
Mike Brooks	Ind
LT PROD	
Richard Wagner	C-A
MW PROD	
Rod Ratzlaff	Kaw
Rick Horn	Kaw
T.G. Witte	Yam
OPEN PROD	
Jim Johnson	BMW
MW CAFE	
Rod Ratzlaff	Kaw
Tom Bowen	Ind
T.G. Witte	Yam
HW CAFE	
David Korth	Kaw
Bruce Enderle	Kaw
OPEN CAFE	
Keith Pestotnik	Kaw
LW GP	
David Phelps	Yam
Nickie Ross	Yam
Dale Ebersole	Yam
Mike Brooks	Ind
MW GP	
Dennis Korth	Kaw
Bill Vickery	Yam
Dale Ebersole	Yam
Neil Reynolds	Yam
OPEN GP	
Keith Pestotnik	Kaw
David Korth	Kaw
Bruce Enderle	Kaw

S.V.S. Semi-Pro MX Plymouth, Calif. Mar. 7, 1976

By Sallee Hilton

POWDER PUFF	
Sue Wood	Hon
Missy Osterli	Suz
Mary Giuffra	Yam
OLD TIMERS	
Cloyse Holland Sr.	Hus
G.E. Bansemir	Yam
Earl Lewallen	Suz
125 EX	
Mike Marquez	Hus
Jim Lesniewski	Hus
Chalma Roberts	Hon
125 JR	
Jim DaPrato	Kaw
Bruce Baker	Hon
Bob Shoren	Hon
100 NOV	
Dennis Stahl	Suz
Jim Giuffra	Suz
Mark Zeissler	Suz
125 NOV DIV I	
Chris Elliott	Hon
Kenny Kudrna	Suz
David Kindelt	Hon
125 NOV DIV 2	
Jay Schroeder	Hon
Jeff Welch	Hon
Rob Stuart	Hus
250 EX	
Kevin Henry	Bul
Randy Losh	Bul
Floyd Davis	Suz
250 JR	
Kevin Booth	Pen
Chuck Mueller	Bul
Gregory Bailey	Suz
250 NOV	
Tom Larsson	Hus
William Wheeling	Yam
Don Sawyer	Hon
OPEN EX	
Floyd Davis	Suz
Delno Becker	CZ
Danny Waller	Suz
OPEN JR	
Jeff Herndon	Bul
Kevin Booth	Hus
David Baker	Suz
OPEN NOV	
Robert McCowen	Bul
Van Lawrence	Suz
Jim Giuffra	Yam

Wild Hare Scram. Plymouth, Calif. Mar. 14, 1976

By Sallee Hilton

125 EX	
Ron Knarr	Hon
Don McConnell	Hon
125 JR	
Brian Veerkamp	Kaw
Danny Willis	Yam
Jim DaPrato	Kaw
125 NOV	
Jeff Welch	Hon
David Johnson	Hon
B. Peter Prichard	Hon
OLD TIMERS EX	
Cloyse Holland Sr.	Hus
Ken Harvey	Yam
OLD TIMERS JR	
Gabby Gabbert	Hon
John McClure	Yam

OLD TIMERS NOV

Gary Clark	Hus
Maynard Idleman	Hus
Roger Harrington	Suz
250 EX	
Ron Knarr	Hon
Richard Buttner	Yam
Greg Martz	Suz
250 JR	
William Bisel	Suz
Peter Gio	C-A
Kevin Booth	Pen
250 NOV	
Jim Fish	Suz
John Piperis	Hus
Rod Goehring	Hus
Bruce Bowman	Hus
Pat Terry	Suz
175 NOV	
Paul Golde	Yam
Douglas Barr	C-A
OPEN EX	
Cloyse Holland Jr.	Hus
Doug Veerkamp	Hus
Bill Scarlett	Mai
OPEN JR	
Joe Duncan	Kaw
George Cheatham	Yam
David Rosenquist	Mai
Keith Anderson	Hus
OPEN NOV	
Bill Wellman	Yam
Ken McFarland	Suz
Ron Goehring	Hus
Clifford Jones	Hus
Robert Leyes	Yam

CMC MX

Orange, Calif.

Mar. 21, 1976

By Joel Jamieson

MINI EX	
Fred Armenta	Yam
Gary Tomlin	Hon
Rick Atkins	Hon
MINI JR	
Bobby Doyle	Yam
Mike Toyen	Yam
Chris Parker	Hon
100 JR	
Ted Hoyt	Yam
Chris Tiner	Suz
Jim Wilson	Suz
125 PRO	
Dave Carlson	Fra
Broc Glover	DG
Bruce McDougal	T&M
125 INT I	
Mike Loper	FMF
Donald McIver	DCM
Larry Morton	Hon
125 INT II	
Dan Schramm	DG
Terry Shekell	Yam
Doug Nicol	FMF
125 JR	
Jim Gibson	Hon
Eric Coffin	Hon
Oscar Jackson	Hon
250 PRO	
Danny La Porte	Suz
Bill Rubly	Mai
Robert Elliot	Suz
250 INT I	
Terry Biner	Mai
Pete Smith	Mai
John Grise	—
250 INT II	
Brad Smith	Suz
Wayne Case	Hon
Joel Grant	Bul
250 JR I	
Carl Gieselman	Suz
Ken Feulner	Fra
Doug Southward	Suz
250 JR II	
Mark Mangold	Kaw
Greg Berg	Suz
Frank Asay	CZ
500 PRO	
Bill Rubly	Mai
Robert Elliot	Suz
Val Tamietti	Mai
500 INT	
Bob Fisk	Mai
Raul Escamilla	CZ
Keith Petrangelo	CCM
500 JR	
Mike Rogers	Kaw
Jim Potter	Hus
Craig Miles	Mai

AMC Nite MX

Irvine, Calif.

Mar. 10, 1976

By Joel Jamieson

MINI JR	
John Vasquez	—
MINI INT	
Dede Cates	MM
Chris Morey	Yam
MINI EX	
Jeff Ward	Hon
Steve Shippy	Har
Rex Smith	Yam
100 BEG	
Gary Fregose	Yam
100 JR	
Lyle Babi	Hon
Mike Vasquez	Hon
Alex Cruz	Hon
100 PRO	

Cary Stople	Hon
Mark Marriott	Hon
Jamie Oliver	Yam
125 PRO	
Dave Carlson	MM
Paul Schones	FMF
Marty Miller	MM
125 INT	
Robert Reisinger	Yam
Todd Peterson	Hon
Ron Utaski	T&M
125 JR	
Tony Cotta	Hon
Dan Payne	Hon
Greg Byers	Hon
125 BEG	
Mike Margyes	Yam
Bill Hall	Yam
Dave Douglas	Suz
250 PRO	
Mark Tyer	DG
Randy Burns	Yam
Tom Cross	PCR
250 INT	
Kenny Meeks	Suz
Mark Taylor	Kaw
James Montgomery	Suz
250 JR	
John Le Fever	Hon
Mitch Pawlik	Suz
Ron Flores	MM
250 BEG	
David Swanberg	Yam
Lowell Deaper	YZ
Vince Piccioni	Hon
OPEN PRO	
Frank Stiner	Mai
Steve Montague	Mai
Andy Bolander	CZ
OPEN JR	
Michel Bomer	Suz
Jim Berry	Yam
Jeff Mason	Suz

Moreno Valley MX Sunnyvale, Calif.

Mar. 20, 1976

By Allen Kunst

250 BEG	
Mike Meshkoff	Yam
Hugh Heney	Hon
John Fullmer	Yam
250 JR	
Pat Hoglan	CZ
Ron Cain	Suz
David Spitz	CZ
250 INT	
Jim Garton	Yam
Jay East	Suz
Gary Cain	Suz
125 BEG	
Rich Ruggiero	Hon
Dennis Sather	Suz
125 JR	
Danny East	Yam
125 INT	
Doug Lincoln	Yam
Steve Jphstone	Yam

ST & HM

Corona, Calif.

Mar. 17, 1976

By Elaine Jones

SHORT TRACK	
MINI	
Chuck Bittle	Yam
Kirk Johnson	Yam
Paul Smith	Hon
125cc NOV	
CHUCK BITTLE	Yam
Steve Karsten	Kaw
Philip Popp	Yam
125cc AM/EX	
Mike Tidwell	Yam
Danny Perkins	Hon
Dylan Neihart	Yam
250cc NOV	
Bill Dobbs	Yam
Harry Ltkubzmann	Yam
Lambert Leleivier	Yam
250cc AM/EX	
Mike Tidwell	Yam
Jeff Kerr	Yam
Greg Zehner	Yam
OPEN	
Eddie Lawson	Bul
Jeff Allison	Yam
Nicholas Ackley	Yam
Vern Maxwell	Yam
HALF MILE	
MINI	
Kirk Johnson	Yam
Chuck Bittle	Yam
Paul Smith	Hon
125cc NOV	
Chuck Bittle	Yam
Steve Karsten	Kaw
Robert Callaway	Kaw
125cc AM/EX	
Mike Tidwell	Yam
Dylan Neihart	Yam
250cc NOV	
Rob Selvy	Yam
Sahen Racine	Yam
Bill Dobbs	Yam
250cc AM/EX SINGLE	
Mike Tidwell	Yam
Greg Zehner	Yam
Dylan Neihart	Yam
250cc EX TWIN	
Don Grigsby	Yam
Stan Bennett	Yam

Ray Lovell	Yam
OPEN NOV	
Fred Conover	Kaw
Ken Griner	Yam
Lou Gimenez	Tri
OPEN AM	
Bob Graves	Yam
Denny Aguirre	Kaw
Jeff Allison	Yam
OPEN EX 500cc	
Eddie Lawson	Bul
Mike Tidwell	Yam
Jeff Kerr	Yam
OPEN EX 750cc	
Rich Warren	Yam
Craig Armstrong	Yam
Jim Wright	Yam

Escape Country MX Trabuco Canyon, Calif.

Mar. 21, 1976

SUPER MINI 1st DAY	
Tom Wilson	Yam
Danny Ramirez	Hon
John Glowacz	Yam
SUPER MINI BEG	
Scott Phipps	Yam
Don Nemarnik	Hon
Lance Thompson	YZ
SUPER MINI NOV	
Eddie Edkert	Yam
Doug Lange	Yam
Michael Brindley	Hon
SUPER MINI INT	
Gregg Waldrup	Yam
SUPER MINI PRO	
Brian Myerscough	Yam
Rex Smith Jr.	Yam
100 BEG	
Pat Kehoe	Hon
Greg Fountain	Yam
100 NOV	
Ricky Ryan	Hon
Jim Cantu	Hon
100 INT	
Bryan Barr	Hon
100 EX	
Mark Marriott	Hon
Tim Murphy	Hon
Brian Myerscough	Yam
125 1st DAY	
Dave Pintar	Hon
Roger Smalley	Hon
Carle Wlodarczyk	Hon
125 BEG	
Donald Munkres	Hon
Lonnie Stark	Kaw
Gilbert Camarona	Hon
125 NOV	
Doug Jacobs	Hon
Joe Crozer	Hon
125 INT	
Paul Ivie	YZX
125 EX	
Pat Nash	K&G
Ray O'Brien	Hon
250 1st DAY	
Steve Salas	Yam
Eddie Embry	Mai
250 BEG	
Mike Neer	Bul
Ray Ramirez Jr.	Hon
Russ Todd	Yam
250 NOV	
Tim Criswell	Suz
Ward Craghead	Suz
Dan Hilger	Hus
250 INT	
Tim Silva	Suz
250 EX	
John Gilbertson	Suz
OPEN 1st DAY	
Bob Grisham	Hus
OPEN NOV	
Jeff Mason	Suz
Brian Renville	Mai
Pat Jeffreys	Hus
OPEN INT	
Mike Brown	Suz
OPEN EX	
Tom Mayfield	Mai

Escape Country MX Trabuco Canyon, Calif.

Mar. 20, 1976

SUPER MINI 1st DAY	
Donald McCraner	Hon
Nicholas Ackley	Yam
SUPER MINI BEG	
Chip Manning	Yam
Scott Hern	YZ
SUPER MINI NOV	
Mark Schones	Hon
Matt Saruwatari	Hon
SUPER MINI INT	
Gregg Waldrup	Yam
100 1st DAY	
Mary Thompson	Yam
100 BEG	
Pat Kehoe	Hon
100 NOV	
Jim Cantu	Hon
125 1st DAY	
Don Eisenacher	Hon
Charles Wilson	Hon
Stu Ackley	Suz
125 BEG	
Terry Samudio	YZ
John Jackson	—
125 NOV	
Doug Jacobs	Hon
125 INT	

Ray Barros Jr.	Yam
250 1st DAY	
Alan Davis	Mai
Walt Zettner	Suz
Donald Sietsma	C-A
MINIS	
Clay Cauthorn	Yam
Joe Davis	Yam
Bryan Taylor	Yam
100's	
Kyle Landrum	Suz
Mike Sturdivant	Yam
Chuck Watkins	Suz
125 NOV	
Brian Zettner	C-A
Jerry Rigby	Hon
Bruce Phillips	Hon
125 JR	
Neill Cooper	Suz
Scott Zettner	C-A
Jeff Frazier	Hon
250 NOV	
Craig Bibb	Hus
Dwight Tronson	Suz
Todd Sanford	Hus
250 JR/OPEN COMB	
Scott Zettner	C-A
Gregg Sietsma	Suz
Tommy Foster	Rok

Motocross Feb. Am Series Overall

Austin, Tex.

By Greg Labbe

MINI JR	
Keith Davis	Yam
Keith Jacobson	Yam
Robin Bostick	Hon
David Beckham	Yam
Mark Fisher	Yam
Mike Dickey	Yam
Jimmy Coggins	Yam
MINI SR	
Frank Tello	Yam
Kyle Landrum	Yam
Steve Turner	Yam
Frank Tomciek	Yam
Lee Dubois	Yam
100 NOV	
Troy Patterson	Suz
Rex Weed	Hon
Fred Hall	Yam
Joey Billelo	Yam
Mark Olguin	Yam
Kyle Landrum	Yam
Kyle Powell	Suz
125 NOV	
Frank Patterson	Hon
Brian Zettner	C-A
Darren Jeffcoat	Suz
Gene Eskew	Yam
Gary Flora	Yam
Ron Taylor	Yam
Ed Carey	Yam
125 INT	
Kirk Hanna	Yam
Mike Maloney	Yam
Scott Zettner	Yam
Randy Robertson	Yam
Robby Jones	Yam
Billy Harrison	Yam
Fred Cleer	Yam
250 NOV	
James Coppage	Yam
Keith Johns	Yam
Greg Labbe	Yam
Lloyd Longmire	Yam
Kenny Hill	Yam
Gus Alvarez	Yam
Darrell Croft	Yam
250 INT	
Scott Zettner	Yam
Wayne Eskew	Yam
Chris Sharp	Yam
Pat McPherson	Yam
Bob Bowden	Yam
Cliff Simpson	Yam
Bruce Finley	Yam
OPEN JR	
Lee Biggart	Yam
Randy Kuhn	Yam
Scott Elliott	Yam
Dewitt Henderson	Yam
Jim Hohl	Yam
Steve Jones	Yam
Bob Burkhart	Yam

CMC Night MX Irwindale, Calif.

Mar. 19, 1976

By Tom Blattler

MINI JR DIV 1	
Harvey Perez	Yam
Jim Boyd	Yam
Tom Maxstadt	Hon
MINI JR DIV 2	
Joe Dunphy	Hon
Dave McNew	Yam
Ray Neff	Hon
MINI EX	
Eddie Glover	Yam
Rex Smith	Yam
Dan Trant	Yam
100 JR	
Lyle Babi	Hon
Tom Rutten	Hod
Alex Cruz	Hon
125 JR DIV 1	
David Behlings	Hon
David Perez	Hon
Keith Ehlers	Hon
125 JR DIV 2	
Kevin Krieghoff	Kaw
Kevin McMillan	Suz
Chuck Okimoto	Hon
125 JR DIV 3	
Jay Van Camp	Hon
Carl Read	Hon
Rick Brunnsaki	Yam
125 INT	
Bill McFarland	Hon
Darrell Hutchins	Hon
Pat Delligata	Hon
250 JR	
Robert Urzua	Suz

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Name (Please print legibly)

Address

City

State

Zip

Whitney Hillclimb
Whitney, Texas
Mar. 21, 1976
By Diane Polley
MINI MINI
Jim Hopkins Suz
John Blanton Cha
David Almond Yam
MINI
David Chandler Hon
Mike Polley Yam
Ronny Dahl Hon
POWDER PUFF
Teresa Provazek Bul
Linda Wilhite Yam
Edna Elkins Bul
125 ENDURO STREET
Mike Polley Suz
Wayne Roberts Yam
James Blanton Hon
250 STREET
Tommy Anderson Suz
Eugene Johnson Suz
Jesse Whitt Yam
OPEN STREET
Robert Dahl Hon
Jesse Whitt Yam
Tim Keefe —
100
Steve Hopkins Kaw
Bart Spears Yam
Johnny Newman, Jr. Kaw
125
Mark Scholz Byl
Sunny Holmes Hon
Jerry Cruise Suz
200
Sunny Holmes Bul
Steve Hopkins Kaw
Norris Meeks Bul
250
Will Alford Bul
David Carder Bul
Stan Hickey Yam
350
Will Alford Bul
Tony Hudson Hon
Dave Corbin Kaw
500
Will Alford Bul
Gary Chandler Yam
Cleve Martin Yam
1500
Henry Polley Tri
Tom Hairston Tri
Gary Chandler Hon
EXHIBITION
Will Alford Bul
Mark Scholz Bul
Gary Chandler Hon

SRA Suzuki Series
Carlsbad, Calif.
Mar. 14, 1976
By Sebastian
0-100 CLASS
Kent Myers Yam
Ken Reese Suz
Marty Lentz Suz
GIRLS DIV
Louise White Hus
Marjorie Haynes Bul
Winona Richardson Hus
*80cc CLASS
Mitch Fisher Yam
Jeff Roehm Yam
Jeanette Fisher Yam
OVER 35 CLASS
Dave Crofoot Yam
Dick Smallwood Hon
W.C. Thornton Suz
NOV
Don Faux KTM
Ray Sanchez Suz
John Holmes CZ
BEGINNERS
Don Jacobsen Yam
Luke Sanford Hus
Jerry Bustamonte Yam
101-200 ADVANCED
Jeff Hollie Yam
Warren Barr Hus
Tom Kennedy Pen
101-200 NOV
Mark Hammond Yam
Rob Perez Suz
Tom Guin Suz
OPEN BEG
Gene Hust CZ
Stan Sowul CZ
Chuck Heald Kaw
250 ADV
Jeff Bott Yam
Ken Payton Kaw
Dave Crofoot Yam
250 NOV
Bill Misener Yam
Guy Campbell Suz
Steve Wendel Hon
250 BEG
George Jackman Yam
Daniel Wright Hus
Brett Roa CZ
OPEN ADV
Steve Stricklin Kaw
Jim Oxford Hus
Barry Fulcher Kaw
OPEN NOV
John Peterson Suz
Ron Ryer CZ
Gary Bates Yam

TT Scrambles
Elsinore, Calif.
Mar. 13, 1976
By Andi Gangewer
MINI COMB
Benjie Meyer Yam
Jeff Abel Yam
Eugene Brown Yam
100 COMB
Steve Karsten Kaw
Brian Burch Yam
Ronald Spinak Kaw
125 COMB
Tommy Walton Yam
Steve Griffith Yam
Biswa Wythoff Yam
250 NOV
Roy Stafford Kaw
Jim Summers Yam
Bill Myers Yam
OPEN NOV
Wayne Melanson Yam
Ralph Parker CZ
Jay Phillips Suz
S.S. SPEC
Chris Choisser —
Flip Binkley —
Mike Montgomery —
250 AM/EX
Larry Bird —
Paul McPherson Yam
Joe Steffen Yam
OPEN AM
Pat Dobbins Tri
Jim Redding Yam
Stan Kinsey Yam

OPEN EX
Ed Steffen Yam
Arthur Junker Yam
Mike Montgomery Yam
Over The Hill
Gang MX
Sunnymead, Calif.
Mar. 21, 1976
By Lucious LeRoy
EX
Lanky Larry Yam
Corroded Carlos Mai
Dippy Del Yam
AM
Janitor Jerry Yam
Jerky John Mai
Retarded Ron Yam
INT
Lewd Lou CZ
Sycho Sig Suz
Flippin Fred Hus
NOV
Halfast Herb Hus
Tipsy Tom Suz
Jittery John Hon
BEG
Weinie Wayne Yam
Fickle Frank CZ
Toilet Tom Yam

AME Motocross
Valencia, Calif.
Mar. 14, 1976
By Ted Timas
MINI EX
Scott Grose YZ
Steve Schmitz YZ
Darel Francis Yam
MINI JR
Kenny Spiker Yam
Ed Eckert Yam
Georff Airey Yam
MINI INT
Holly Troxler Yam
David Baker Yam
Jim Stewart YZ
250 PRO
Mark White Hus
Gary Huber Bul
Mark Hateley Suz
250 INT
Rob Peeples Mai
Mark Mansfield Hus
Tim Scully Oss
250 JR
Arnold Comproni Mai
Scott Panning Bul
Kevin Kratz C-A
100 BEG
Ray Scott Suz
Mark Adams Suz
Troy Snyder Suz
POWDER PUFF
Carmen Reichenberg TME
Rox Ann Dougherty Hon
Pat Holland Hon
100 JR
Mike Marshall Yam
Mike Antes Suz
Mike Nance Suz
100 INT
John Whelchel Suz
John O'Mara Suz
500 PRO
Mike Sixberry Mai
Joe Suebert Suz
Jim Jackson Hus
OLD TIMERS
Jim Larnihan Mai
Cal Browning Mai
Mike Reichenberg Mai
500 BEG
Paul Marconi Yam
Scott Hanson Suz
Barry Meyer Yam
500 JR
Steve Kelso Mai
Phil Greenleaf Kaw
Bruce Brotcke Suz
500 INT
Dave Clinton Mai
Rozz Reed Mai
125 PRO
Mark Gambetta FMF
Bob Kline Hon
Nick Hale C-A
125 INT
Tim Locey YZ
Mark Boren Hon
Bill Robertson Hon
125 JR
Greg Boren Hon
Jody Richison Hon
Paul Lane Yam
125 BEG
Greg Taylor Hon
Doug Spiker Suz
Bill Sekeres Yam
250 BEG
John Jackson CZ
Daniel Powers Yam
Ron Ridenour Hon

CRC
Candy Ass Enduro
Barstow, Calif.
Mar. 14, 1976
By Larry Langley
TWO LOOPERS
Ben Farnier A Op
Lonnie Stefan Jr. B 250
Darryl House A 250
Sam Lyman A 250
Larry Langley A Op
Jerry Counts A 200
Walt Tabor A Op
Gordon Dickson A Op +35
Chris Hampton A Op
Tony Richard B 250-16
ONE LOOPERS
Jeff McNeely C 125-16
Trace Willis Mini
Chet Hopkins Mini
J.J. Adams C 125-16
Teresa Huxford B Women
Wade Robideaux C 125-16
Nancy Yanan B Women
Jeff Harvey C 125-16
Roger Dahl C 125-16
Brent Mosley C 125-16
CLUB
Bar Benders 27
U.E.A. 29
XX M.C. 49
Ridgeriders 57
PVDR I 59
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Training Whis II 72
Lost Minute 73
San Diego 96
Hill & Gully 105
Elsinore M.C. 106
Sport M.C. 106
Run-a-Mucks 169.1335
Desert People 169.3151

Pasadena 178
PVDR II 229
Limpin Lizards 329
Good Timers —
G.D. Turtles —
Red River MX
Muenster, Tex.
Mar. 21, 1976
MINI-JR
Rodney Wiginton
Ernie Kerr
Frank Rousseau
MINI-SR
Steve Howard
Charles Bethel
Dubby McAda
100 NOV
Brint Fletcher
Joel MacLaskey
Scott Danley
125 NOV
Mitch Hulsey
Cris Powell
Jack Dossey
125 JR
Laroy Montgomery
Chuck Tramel
Stan Smart
250 NOV
Bob Boone
David Thompson
Roy McCullough
250 JR
Steve Sheffield
Kim Rousseau
Gary Gardner
OPEN BEG
Wayne Garrison
John Kaplan
Ernie Hoback
OVER 30
Roy McCullough
Arle Williams
OPEN JR
Charlie Backus
Greg Bonner
Joe Dawson
125 EX
Ruben Alonzo
Eddie Roberts
Kurt Janish
250 EX
Mitch Milson
Randy Johnson
Scott Bemis

Escape Cntry MX
Trabuco Cyn., Calif.
March 13, 1976
SUPER MINI 1st DAY
Donald McCraner Hon
SUPER MINI BEG
Joe Stroud Hon
SUPER MINI NOV
Michael Vorgang YC
SUPER MINI INT
Gregg Waldrup YZ
100 1st DAY
Mary Thompson Yam
100 BEG
Jeff Russell
100 INT
Bryn Jones Hon
125 1st DAY
Frank Borges Yam
Benny Median Yam
125 BEG
Tim Moseley Hon
David Paulsen Hon
125 NOV
Mark Sauro Suz
Mark Mason Yam
250 1st DAY
John Blaty Mai
250 BEG
Steve Owens
250 NOV
Mike Martin Hon
250 INT
Kenny Meeks Suz
OPEN INT
Mike Belisle Yam
OPEN EX
Tom Mayfield Mai
Brad Smith Suz

D-35 Final 1975
Blue Plate List
MINI
1. George Holland 326
2. Bobby Perry 225
3. Steve Morales 187
4. Dennis Baron 149
5. Gary Bowman 146
6. Terry Hampton 110
7. Eddie Perry 107
8. Rob Ely 96
9. Vincent Turner 77
10. Mark Nelson 73
LIGHTWEIGHT
1. Randy Lewis 228
2. Phil Taylor 186
3. Tom Gordon 121
4. Stanley Rice 112/7
5. Jay Haroutunian 112/2
7. Mike Knott 102
8. Fred price 97
9. Tom Bass 86
10. Clarence Derrick 83
11. Mike Cook 72
12. Gene Manhire 65
13. Garry Dickensheets 63
14. John S. Brown 60
15. Gary Matin 59
16. Mark Mardell 57/3
17. Chris Irigaray 57/2/8
18. Allen Griswold 57/2/7
19. Randle Whiteaker 55
20. Rick Gill 51
BANTUM
1. Tim Worth 286
2. Scott Karl 284
3. Sam Holland 213
4. Andy Montijo 192
5. Rick Worth 161
6. Ronnie Harris 139
7. Randy Johnston 135
8. David Blair 120
9. Tom Niggli 119
10. Rick Davis 95
HEAVYWEIGHT
1. Harvey Bakker 125
2. Carl Nelson 122
3. Wayne Allen 115
4. Bob Griswold 107
5. Royce Denton 100
6. Gary Jones 98
7. Jay Getchel 92
8. Ray Marshall 89
9. Dave Hamilton 83
10. Wesley Ayres 59
11. Stan Speck 55
12. Randy Gafner 51/3
13. Allen Griswold 51/1
14. Scott Voorhees 50
15. Tim Smithpeters 46/3
16. Robert Young 46/1
17. Dale Hastings 44
18. Bob Proctor 42
19. Gary Colbert 38/4
20. Leonard Sweger 38/2

RESULTS

R.A.C.E. Night MX Corona, Calif. Mar. 19, 1976

HS MX	
MINI NOV	No.
Randy Eaton	No.
Greg Shaw	No.
Jay Madore	No.
MINI SR	
Clyde Wilson	Chino
Chas. Cummins	Nor.
Buddy Boydston	Nor.
POWDER PUFF	
Cindy Shull	Unat.
Tammy Kennedy	Nor.
Karen Bergkvist	Nor.
100 NOV	
Stephen Riggio	Nor.
Greg Sexton	Chino
Bill Nielson	Chino
100 INT	
Scott Wilkinson	Nor.
Randy Eaton	Nor.
Dennis Woodridge	Nor.
100 SR	
Mark Jarrett	Nor.
Joe Bueno	Nor.
Reggie Barnes	Nor.
125 NOV	
Jeff Martyn	Nor.
Chuck Russell	Rub
Roger Paddock	Nor.
500 SR	
Don Snyder	Nor.
Bill Schneider	Nor.
Lee Rosenberry	Nor.
125 INT	
Ron Martyn	Nor.
Danny Demuth	Nor.
C. Anderson	Nor.
125 SR	
D. Wilkinson	Nor.
B. Fujimoto	Nor.
J. Gallagher	Nor.
175 NOV	
Bryan Holdren	Chino
Chris Anderson	Nor.
Jeff Martyn	Nor.
175 INT	
D' Wilkinson	Nor.
Danny Demuth	Nor.
Ron Martyn	Nor.
175 SR	
Tory Franks	Nor.
Terry Franks	Nor.
Joe Bueno	Nor.
250 NOV	
Dean Wilkinson	Nor.
David Haagsma	Chino
Russell Millard	Chino
250 SR	
Don Snyder	Nor.
Bill Schneider	Nor.
Lee Rosenberry	Nor.
500 NOV	
Dean Wilkinson	Nor.
David Haagsma	Chino
K. Burroughs	Nor.
SCHOOL SCORES	
North	1078
Chino	274
Rubidoux	64
UNATTACHED RIDERS	
MINI CYCLES	
Joey Hamilton	Yam
Ernie Townsend	Yam
Scott Morris	Yam
125 JR	
Bart Onasch	Hon
Mike Molletta	Hon
Dave Fernandez	Yam
125 INT	
Karl Hostetler	Hon
Blake Bunnell	Hon
Norm Francis	Yam
250 JR	
Dave White	Suz
Doug White	Suz
Dale Lester	Gre
250 BEG	
Frank Amaya	Suz
Casey Blauer	Yam
John Showers	Hus
500 JR	
Ron Adams	CZ
Randy Lester	Bul
Jim McLellan	Hon
250 SR	
Nick Barrick	Suz
Danny Dial	Suz
OPEN INT	
Rich Barnes	Yam
Blake Bunnell	Hon

Escape Cntry MX Trabuco Cyn., Calif. March 14, 1976

SUPER MINI 1st DAY	Yam
Keith Stewart	Yam
John Glowacz	Hon
Danny Ramirez	Hon
SUPER MINI BEG	
Randal Ross	DMG
Mark Toyama	CZ
SUPER MINI NOV	
Gary Goforth	DMG
Adam Renteria	Yam
Michael Brindley	Hon
SUPER MINI INT	
Gregg Waldrup	YZ
SUPER MINI EX	
Shon Andersen	Yam
SUPER MINI PRO	
Jim Holley	Hon
100 1st DAY	
Bill Kelemen	Yam
100 BEG	
David Humphrey	Hon
100 NOV	
Joe Rodriguez	Hon
Jim Cantu	Hon
100 EX	
Roland Sahn	Hon
125 1st DAY	
Marcos Martinez	Yam
Randy Ortiz	Hon
Jude Sierra	Yam

125 BEG I	
Joe Crozer	Hon
Kathy Brobeck	Hon
Mark Adamson	Yam
125 BEG II	
Robin Vandal	Hon
Ron Strauss	Yam
Bill Dent	Yam
125 NOV	
Steven Steiert	Hon
Dave Behlings	Hon

Stemmons Cycle Pk Dallas, Tex. Mar. 21, 1976

NI NOV	
Rodney Rothenberger	
John Rodd	
Darrell Bear	
100 CLASS	
Greg Blair	
Jack Morgan	
POWDER PUFF	
Cathy Jordan	
250 CLASS	
James Spurlock	
Jimmy Holloway	
Jerry Boren	
MINI INT	
Craig Benne	
Mark Moseley	
Tony Ayers	
125 NOV	
Hal Bird	
Tim Adams	
Barry Hallmark	
OPEN CLASS	
James Jordan	
Jerry Boren	
Ron Janson	

D-35 TT Scrambles Porterville, Calif. March 14, 1976

By Cosmic Cat	
MINI	
NOVICE	
Mike Hale	Yam
Nick Del Rio	Yam
Glenn Fujioka	Yam
JR	
Craig Biard	Suz
Robert Land	Yam
Kurtis Wilder	Suz
EX	
Mike Garrison	Yam
Rob Ely	Yam
Greg Gaw	Yam
100	
NOV	
Kevin Peck	Suz
Tim Martin	Suz
JR	
Mark Ritchie	Suz
Bryan Adkins	Yam
Brock Glover	Yam
EX	
Mike Garrison	Yam
Kirk Smith	Suz
125	
NOV	
Mike Ragen	Suz
Ken McCoy	Yam
JR	
Les Johnson	Yam
Brett Butterfield	Yam
William Riggan	Hon
EX	
Danny Jones	Kaw
Rodney Sullivan	Yam
Bob Merriott	Suz
175-200	
NOV	
Dan Range	Yam
Mark Locke	Bul
Wayne Johnson	Suz
JR	
David Morris	Bul
Brad Helton	Yam
Steve Williamson	Bul
EX	
Ricky Hicks	Bul
Donnie Sing	Suz
Danny King	Yam
250	
NOV	
Wade Williams	H-D
Ritchie Ferreira	Oss
Harry Boudakin	Suz
JR	
Not available	
Bob Garrison	Yam
Brian Edwards	C-A
EX	
Steve Monger	Yam
Scott Dinkins	Suz
Ronnie Sing	Suz
360-500	
NOV	
James Crisp	Suz
Kelly Witzel	Yam
Lester Birkle	Yam
JR	
Not available	
Fred Gill	Bul
Not available	
EX	
Tom Francisco	Yam
Mike King	Yam
Scott Dinkins	Suz
OPEN	
COMBINED	
Shawn Leopold	Yam
Stephen Martin	Tri
Wayne Munner	BSA

BOSS/CMC MX Marysville, Calif. March 14, 1976

By Rex Backman	
OLDTIMERS VET	
Mike Gildersleeve	Yam
Allen Brar	Hus
OLDTIMERS EX	
Charlie Sexton	Yam

Jim Vlahos	Bul
Ron Nahas	Hus
POWDER PUFF	
Vickie DeVaughn	Yam
Missy Osey	Suz
MINI NOV DIV I	
Steve Jimenez	Yam
Bruce Higgins	Yam
Debbie Chimera	Suz
MINI NOV DIV II	
Scott Dillingham	Yam
Tim Rosenberg	Yam
Arthyr DeHold	Yam
PEE WEE	
Tyron Vohland	Yam
Jim Rose	Yam
Bill Peters	Hon
100 NOV	
Rod Saling	Suz
Dennis Brown	Suz
Ken Wolcott	Suz
125 NOV DIV I	
Dana Waxham	Suz
Steve Vickers	Hon
Jay Schroeder	Hon
125 NOV DIV II	
Steve Gary	Yam
Randy Chapman	Suz
Mark Goode	Yam
125 NOV DIV III	
Brad Bastien	Hon
Craig Pattison	Hon
Mark Anderson	Hon
250 NOV	
Mitch Sylva	Hus
Leo Houchin	Bul
Art Stapleton	Suz
OPEN NOV	
Stan Hart	Hus
John Engbretson	Suz
Gary Wada	Yam
125 JR	
Kenny Boswell	Hon
Lain West	Hon
Rich Paris	Hon
250 JR	
Dan Cale	Kaw
Marty Sawyer	Suz
Tony Bouscal	Suz

TT Scrambles Manzanita Speedway Phoenix, Ariz. March 17, 1976

By Tom Powers	
MINI NOV	
John Morrison	Suz
MINI AM	
Mark Meredith	Suz
Don Adams	Suz
MINI EX	
Bobby White	Suz
Scott Powers	Suz
100 NOV	
Dan Leis	Suz
100 EX	
Chip Told	Suz
125 NOV	
Brian Zeigler	Suz
Tom Richardson	Suz
David Engstrom	Suz
125 AM	
Bill Ellenberger	Suz
David Robinson	Yam
125 EX	
Danny Boaz	Yam
Bob Russell	Hon
250 NOV	
John Gardner	Yam
Dennis La Paugh	Yam
Paul Nicholson	Yam
Bobby Boaz	Yam
250 AM	
Tommy Musser	Yam
Mike Woodward	Yam
250 EX	
Bobby Smallwood	Yam
Brad Nicks	Yam
Rand Barnes	Yam
Mike Wiewel	Yam
500 NOV	
John Gardner	Yam
500 AM	
Bart Beninati	Yam
500 EX	
Brad Nicks	Yam
OPEN NOV	
Steve Hintz	Yam
OPEN EX	
Jon Sellers	Yam

Leap Year GP Corona Raceway Feb. 29, 1976

Craig Adams	KTM
Ray Topham	Mai
Wayne Martin	Hus
Darrel Brown	Mai
Randy Fleming	Suz
Keith Patten	Yam
Tony Pena	Yam
Chris Harris	Yam
Reggie Ragsdale	Hon
Ward Strona	CZ
Dave Wood	Yam
Tom Taylor	Hon
Dave Crofoot	Yam
Michael Lillievig	Bul
Jim Dosdoorian	Yam
Nick Barrick	Suz
Larry Katulis	Yam
Dale McKinney	Bul
Bob Matchett	Suz
Ron Ryer	CZ
Jeff Wood	Yam
George Guiles	Suz
Nelson Carb	Kaw
Chuck Sickler	Hus
Donald Anderson	Suz
Dave Diable	Yam
Richard Peckham	Hon
Brian Tolson	Bul
Carter Geyer	Mai
Andy Anderson	Suz
Gary Eaker	Bul
Chris Sorensen	Suz

Bob Bell	Tri
Matt Meyers	Yam
Dan Ward	Bul
Pete Vetrano	Bul
Troy Manning	Suz
Gary Corn	Yam
Jerry Seeley	Hus
Jim Pollick	Yam
Scott Richter	Mai
Casey Blauer	Yam
Bruce Gantenbein	Suz
Russ Dugan	Hus
Bob Dawson	Suz
Mike Stell	Mai
Art Roberts	Suz
Gary Meyers	Bul
RACE No. 3	
William Saltzman	Hus
David Oiler	Hon
Ron Dugan	Hus
Gary Scheidler	Yam
Dick Smallwood	Hon
Dave Crofoot	Yam
Bill Jewett	Hon
Jim Hayes	Bul
Phil Black	Kaw
Roger Jensen	Yam
Chuck Goodban	Hus
Eddie Glover	Hon
Richard Prouty	Suz
Roger Farr	Yam
Randy Hardin	Hon
Steve Geyer	Mai
Ed Scheidler	Yam
Vern Heth	Suz
Al Ki-Hickman	Suz
Jim Oxford	Hus
Rick Collins	Hon
Daryl Jones	Hod
Jim Honeter	Yam
David Jones	Hod
Jim Privett	Hon
Rick Hemme	Yam
Ken Ward	Yam
Don Lockridge	Yam
Don Young	Yam
Cathy Riddle	Yam
Larry Ford	Hod
Mike Word	Hon
Mel Brown	Mai
Larry Berg	Suz
Chris Gables	Yam
Billy Boschert	Yam
Don Martin	Hon
Ken Este	Yam
Web Meyers	Bul
Trace Willis	Hon

Cyclesports MX Conroe, Tex. March 14, 1976

MINI MINI	
Mark Risha	Yam
Thad McLamore	Yam
JR MINI	
David Douglass	Yam
Shane Sittin	Yam
Mike Dickey	Suz
SR MINI	
John Bersch	Hon
Tony Nielsen	Hon
David Douglass	Yam
PP	
Linda Barnes	Kaw
Rhonda Hart	Kaw
Donna Koch	Kaw
OVER 30	
Art Devany	Hus
Doug Landers	Hon
Buddy Russell	Hon
100	
Troy Broussard	Hon
Jamie Simon	Hon
Bill New	Hon
125 NOV	
Ronnie Karejci	Hon
Eddy Thomas	Hon
Scott Stephens	Hon
125 INT	
Troy Broussard	Hon
Mike Holdsworth	Hon
Steve Flentl	Hon
125 EX	
Shaun Kelley	Hon
Dean Henrickson	Yam
Glen Johnson	Hon
250 NOV	
Tom Guidry	Hon
Brian Wilson	Hon
Jim Barnes	Hon
250 EX	
Bobby Guidry	Bul
Gary Canady	Yam
Brian Lambert	Yam
OPEN INT	
Andy Howard	Bul
Bill Davis	Yam
Paul Rice	Yam
OPEN EX	
Dan Farley	Hus
Roger Brown	Yam
Bobby Guidry	Yam

Gripster TT Scram. Ascot Park Gardena, Calif. Mar. 28, 1976

By Maureen Lee	
MINI MOTO	
Pete Hames	Yam
Chris Connors	Yam
David Dove	Yam
Todd Brown	Yam
Scott Farley	Yam
125 NOV MAIN	
Duane Gallager	Yam
Dylan Neihart	Yam
Jack Smith	Yam
Steve Griffith	Yam
Steve Polson	Yam
125 AM/EX MOTO	
Mike Tidwell	Yam
Robert Pfetzing	Yam
Danny Perkins	Hon
Charles Carroll	Yam
Steve Woskoski	Yam
250cc NOV MAIN	
Dylan Neihart	Yam
Michael Allen	Yam
Joe Steffen	Yam
Cal Wangrud	Yam
Rob Selvy	Yam
250 AM MOTO	
Charles Schleiger	Yam
Paul McPherson	Yam
Lane Dennis	Yam
Wm. Fulton	Bul
Wayne Rainey	Bul
250cc EX MOTO	
Mike Tidwell	Yam
Eddie Beeson	Yam
Jeff Springnor	Yam
Richie Valk	Yam
Steve Woskoski	Yam
500cc NOV MAIN	
David Reinhardt	Yam
Wayne Melanson	Yam
Vince Landry	Yam
Stan Kemp	Hon
John Wells	Yam

LTWT HACK MOTO	
Mike Burns	Hon
Mike Burns Jr.	Hon
Bernard Glavin	Hon
Don Schumann	Hon
Louie Teuiss	Yam
John Rumph	Yam
Glen Mitchell	Hus
B.J. Ydiando	Hus

HVYWT HACK MOTO	
Tony Masella	Hon
Bill Bryan	Hon
Gary True	H-D
Harry Fischer	H-D
John Lee Hooker	Hon
Jim Stevens	Hon
Bill Wheeler	Yam-Was
N. Monahan	Yam-Was
Richard Bleer	Tri
Tim Meikle	Tri

500cc AM MAIN	
Clyde Dennen	Suz
Jim Redding	Yam
Mark Revels	Yam
Steve Tinsley	Bul
Jim Bearup	Junkie (sic)

500 EX MOTO	
Don Grigsby	Yam
Rex Hailey	Yam
Steve Nichols	Yam
Ed Steffen	Yam
Dick Smallwood	Hon

OPEN NOV MOTO	
Ken Owen	Yam
Bob Bell	Tri
Si Porter	Tri
Steve Tillack	Tri
Rod Whitche	Tri

OPEN AM/EX MOTO	
Don Frauenberger	Yam
Vic Hannan	Tri
Wm. Edmonston	Tri
Arvil Sparks	Yam
Jerry Peters	BSA

C.A.T. Montezuma Revenge Trials Phoenix, Ariz. March 7, 1976

EX	
Randy Clark	Suz
Tom Foy	Kaw
David Clark	Yam
AM	

CYCLERAMA



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APRIL 9-10-11, 1976

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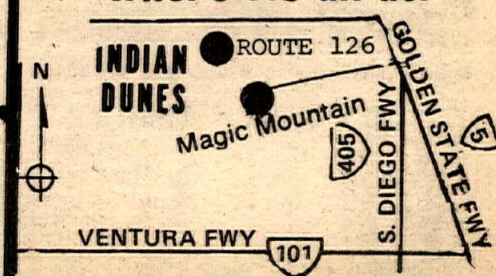


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CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the

person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

April 1-2

BLM MEETING
Ukiah Dist. office, 555 Leslie St., Ukiah, Calif. Field Trip 10 am first day. Fri. mtg. 8 am, open to public. Meet & field trip of Cow Mtn.

April 1-2-3-4

CUSTOM CAR ROD & MC SHOW
Los Angeles Memorial Sports Arena, L.A., Calif. Thurs. 7-11 pm; Fri. 7pm-midnite; Sat. 1 pm-midnite; Sun. 1-9 pm. Tridents & Cycle World Mag. 213/588-1934..

April 2

CMC NITE MX
Irwindale Rcw., Irwindale, Calif. Gate open 4:30 pm, prac. 6, race 7:30 pm. Entry \$6 per class. 30% brass. Sign up closes

6:30 pm. Adm. \$3.50 adults; \$2.50 13-16 yrs; \$1 8-12 yrs. 213/334-4949.

AME NITE MX
Indian Dunes, Valencia, CA. Sign up 6 pm-7:30, prac. 7, race 8 pm. Spts entry \$5/Pro \$10. Post only. Memb. req. \$8, 100% p.b. 30% brass. \$4000 med. cov. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

April 3

TWILIGHT HARE SCRAMBLES
Ponderosa Inn, 15 mi. E of Lancaster, CA on Ave. J. Start 5 pm. Entry \$6. 40% brass. 3x8 mi. All classes & minis. Greyhounds MC 213/360-9287.

SRAC SHORT TRACK
Colorado Springs, Colo. Rains Rcw., 1/4 mi. S of US-24 on Powers Blvd. 3036591-2960.

ELSINORE TT
Elsinore Raceway. Hwy. 74 at Lugonia, Lake Elsinore City, Calif. Beg-Ex. sign up 6 pm, prac. 7, race 8 pm. Gate \$2, race \$3. 20% brass. Clubs & groups ride own class. 714/674-5383, 826-2386.

April 3-4

HANGTOWN AMA NATIONAL MX
Plymouth, Calif. Hwy. 16 from Sacramento, CA or Hwy. 49 from Placerville. Sat. Spts. day; Sun. 125cc & 250cc Nat. Entry \$12. 916/332-4324, 725-6364.

GREAT BEAR G.P.
Riverside Int'l Rcw., Riverside, Calif. Entry \$14 mail, \$25 post. Entries close March 7. Four 100 mi. races. D-37 pts. 2 sase to GBGP, PO Box 6026, Orange, Calif. 92667. 714/636-6262.

DESERT CLEAN UP
Stoddard Wells Rd., just N of Victorville, Calif. off I-15. Door prizes, campfire, nature films, MC films, field events, trail ride to Petroglyphs. Starts 9 am Sat. Orange Cty. M.O.R.E. & BLM 714/633-0100.

April 4

D-36 MOTOCROSS
Salinas Sand Pits, on Hwy. 101, 12 mi. S of Gilroy, 10 mi. N of Salinas. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. \$6 to ride, \$2 admission. 3 D-36 plates req. Riders Unltd. M.C. 408/296-1371, 578-3356.

AMA PRO HALF-MILE
Santa Clara Cty. Fairgrounds, 344 Tully Rd., San Jose, CA. \$1200 guar. purse. Gate open 9 am, prac. 10-noon, time trials noon, race 2 pm. MARK WILLIAMS BENEFIT. Tickets at track or Ticketron. 408/244-4900.

AME MOTOCROSS
Valley Cycle Park, Moorpark, CA. Gate open 7 am, sign up 7-8:30, prac. 8, race 9 am. Entry Spts. \$7 mail, \$10 post. Pros \$12 mail, \$15 post. Memb. req. \$8. \$4000 med. cov. Mail entry no later than Fri. before race. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

MOTOCROSS
Edwards AFB, CA. Antelope Valley Fwy. to Rosamond. Rosamond Blvd. to Edwards Corner, Forbes & Lancaster Ave. Sign up 7-8:30 am, race 9. Entry \$6. Same day brass. No Pros. Free camping. Desert Wheels MC. 805/258-4150.

CYCLE WORLD MX RANCH MX
Downtown Bullhead City, AZ. on the Colo. River. Entry \$6/15. Pros 100% p.b. Memb. req. \$1 extra non-memb. Gate open 7 am, race 10. (AZ time). Free camping. 602/757-8303.

CRC OFF ROAD CAR RALLY
Mail \$20 & 2 sase to CRC, 7601 Arlington Ave., Riverside, CA 92503. 50 mi. course. 714/689-6114.

DRA
Fremont Valley, lined from Hwy. 14 Randsburg-Rock Rd. & Hwy. 395 from Randsburg. Start 9:30 am. 6x25 mi. 20% brass. \$450 purse. \$3000 med. cov. DRA pts. fin. pins. 714/373-4647.

D-38 HARE & HOUND
Marked from Plaster City, CA, old Hwy. 8. Uyha. Start 9 am. Entry \$7. \$3 extra for pie plates. Annual April Fool Scrambles. Sage Hoppers MC. 714/755-1992.

PONDEROSA HARE SCR.
Ponderosa, 15 mi. E of Lancaster, CA on Ave. J. Start 10 am. Entry \$6. 40% brass. 4x8 mi. loops. All classes. Greyhounds MC. 213/360-9287.

MINI EUROPEAN SCRAM
Ponderosa Inn, 15 mi. E of Lancaster, CA on Ave.

J. Start 1 pm. Entry \$4. 50% brass. New 2 mi. course. 60-100cc. Greyhounds MC. 213/360-9287.

CMC SEMI PRO MX
Sand Hill Ranch, Rt. 2, Box 143 C, Brentwood, CA. Gate open 7 am, race 9. CMC cd. req. Entry \$8/\$15. 100% Ex. p.b., 30% brass. 415/634-3328, 676-1325.

D-36 SEMI PRO SHORT T
Triple M. Speedway, Marysville, Calif. 1/4 mi. Gate open 8 am, race noon. Entry \$5/\$7 Ex. Minis-360cc. Pit pass \$4. Watch \$2.50. Class C traction. 916/742-1653.

D-36 ROUGH SCRAMBLE
Pioneer Rodeo Grounds, Oakdale, CA. Sign up 7:30-10:30 am, prac. 9-11, race noon. Entry \$3.50/\$1.50 for extra bike. \$2.50 watch. Ex. \$6. 100% p.b. + \$25 each Ex. class. All classes & minis. 209/869-1457.

SDTR/ATA SCOTTISH TRIALS
Barona, Calif. Marked from 11th St. in Ramona. No Beg. or Kids classes. Sign up 8 am, riders meet 9:30, start 10 am. Entry \$6. 7th Annual Scottish 1 Day. 714/284-7095.

HILLBILLY BUGGY ENDURO
Trona Rd., Red Mtn., Calif. Fun family run. Entry \$20 mail/\$25 post. 2/sase to URA, 6600 Gerald Ave., Van Nuys, CA 91406. 213/787-5208.

BICYCLE MX
Lake Isabella, Calif. Next to Dinky Golf Course, Wofford Heights. For info. Yamaha of Lake Isabella. 714/379-3226.

CRC MOTOCROSS
Indian Dunes, Valencia, Calif. Int. course. All classes. Entry \$7/\$10 Ex. Non-memb. add \$2. Gate open 7 am, race 9:30 am. \$3000 med. cov. 213/830-7519.

IMA HARE SCRAM.
Follow signs from Bryneau, ID. S of Mtn. Hone, Idaho. Start 11 am. Entry \$12. IMA pts., free stock caps, fin. pins, trophies. All classes. 208/587-3319.

AMC CARLSBAD
Carlsbad, Rcw., Carlsbad, CA. Gates open 7 am, prac. 8-9, race 9:30. No mail entry. \$6/\$12 post. \$2 xtra non-memb. \$3000 rider med. ins. 30% trophies, 100% Ex. p.b. 714/581-2778.

CMC SADDLEBACK
Saddleback Park, Orange, Ca. Gate open 7:30, sign up 'til 8:30, race 9. Entry Jr/Int \$7 mail, \$10 post. Pro \$12 mail, \$15 post. CMC lic. req'd. \$3000 rid. med. ins. CMC, PO Box 1402, Costa Mesa, Ca. 92626. 714/557-3323.

CENTRAL

RABBIT RUN/RED RIVER MX SERIES
Red River MX, Bulcher, TX. D-20 pts. Four race series. Prizes. Must ride 3 of 4 races to be eligible. 214/272-6165.

SRAC TT SCRAMBLES
Colorado Springs, Colo. Aztec Pk. 6 mi. E of Peterson Field on St. Hwy. 94. 303/443-0825.

SRAC MOTOCROSS
Berthoud, Colo. Exit 121 off I-25 S 1 mi. on E access Rd. thru underpass. 303/443-0825.

SRAC MOTOCROSS
Trinidad, Colo. Exit off I-25 N 1 mi. on W access Rd. to track. A pts. race. 303/443-0825.

SRAC MOTOCROSS
Leadville, Colo. Turn off US-24 at Pan-Ark Motel, 9 mi. S of Leadville & go E 1 mi. across Arkansas River. 303/443-0825.

WOODVILLE SCRAMBLE
US 69 S from Woodville, TX-8 mi. to Hillister, TX-then 5 mi. old country store-follow red arrows & ribbon to camp site & regis. Start Nov. 10:30-12:00; Ex. 1-3. Entry \$6 pre, \$12 post. Entry to Texas Gulf Coast Cycle Events, 5321 Beaumont St., Groves, TX 77619. 713/722-7926, 722-0968.

April 7

CMC HSMX
South Bay Park Spdw., Otay Mesa, CA. I-805 S of Chula Vista, Otay Mesa Rd. off-ramp, 4 mi. E. Pit gate open 4:30 pm, prac. 6, race 7:30. Entry \$6. \$3000 med. cov. 714/420-7414.

TT/ST & HALF-MILE
Corona Rcw., Riverside Fwy. Pierce off-ramp. Corona, Calif. Gate open 5:30 pm, race 7:30 pm. Entry \$4 1st/\$3 others. Minis - 7 5 0 c c . 714/735-1705.

CMC NITE MX
Orange Cty. Int. Raceway. Sand Canyon off-ramp off Santa Ana Fwy. in E Irvine. Gate open 5 pm, prac. 6-7, race 7:30 pm. Entry \$6 per class. 30% brass. Pro p.b. Sign up closes 6:30 pm. 714/552-5514.

April 9

AME NITE MX
Indian Dunes, Valencia, CA. Sign up 6 pm-7:30, prac. 7, race 8 pm. Spts entry \$10. Post or CANCELLED req. \$8, 100% p.b. brass. \$4000 med. cov. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC NITE MX
Irwindale Rcw., take 210 Fwy. to Irwindale Ave., Irwindale, CA. Gate open 4:30 pm, prac. 6, race 7:30. Entry \$6. Memb. req. 213/334-4949.

CENTRAL

AMA PRO INDOOR ST
Will Rogers Mem. Center, Ft. Worth, TX. Start 8 pm. \$900 Jr/Nov purse. 817/282-2791, 268-3297.

April 9-10-11

6th ANNUAL WORLD MINI GP
Indian Dunes, Valencia, CA. Entry deadline March 31. Entry \$9 per class. NMA, 23301 Ostronic Dr., Woodland Hills, CA 91364. 213/887-4547.

Come to Escape Country Easter Week!

\$1,000 purse MX April 25

The World Hang Gliding Championships will be at Escape Country all Easter week. This will result in higher gate prices which will be \$5 for April 17th and \$6 for April 18th with no charge for bikes. To compensate for the higher prices Escape Country will have COLOSSAL size trophies on both the 17th & 18th.

Special note:
If you would like to have a 5 day MX series during Easter week call Escape Country now.

714-586-7964

April 17 & 18 Colossal trophy races

Mammoth June 12 & 13

A legal defense benefit run
Entries now open
2 action-packed days of racing-May 18 & 2
DRA Honoring all cards & licenses
Desert Racing Assoc.
California City Grand Prix '76

Postmark determines start position if start positions are assigned
Racing through town & through desert.
\$2,160 cash & contingencies
Entries limited - 350 per race. Act now!

Entry \$20
see 2/23/76 issue of Cycle News for entry blank
DRA California City Grand Prix
P.O. Box 2605
Calif. City, CA 93505
Info: 714-373-4647

RACE SCHEDULE

Mar. 28 - Saddleback
Apr. 4 - Carlsbad
Apr. 11 - Saddleback
Apr. 18 - Rawhide

INFO 714-581-2778

April 10

D-36 NIGHT SCRAMBLES
Sacramento Rcw.,
Excelsior Rd N of Jackson
Hwy. Take Bradshaw Rd.
off Hwy. 50 to Jackson.
Sign up 5-6:30 pm, prac.
6-6:30, race 7 pm. Entry
\$5. Watch \$3. All classes &
minis. Sacramento, CA.

April 10-11

RUSS DARNELL
MX SCHOOL
Argyll Park, Dixon, CA.
13 mi. S of Dixon on Hwy.
113. 9 am-3:30 pm each
day. Entry \$30. \$2 gate fee
per day. Camping at track.
Rain or shine.
213/367-1722,
916/678-3592.

HENRY CYN MX
Idaho Falls, ID. Go S on
Ammon. Lincoln Rd. Start
9:30 am. Entry \$6 Sat.
\$20 Sun. 75% Ex. p.b.,
33% brass on Sat. Sun.
Pros 200% p.b. Mail entry
for Sat. \$15. Motocross
Inc., Box 2804, Idaho
Falls, ID 83401.
208/522-8429.

April 11

D-36 SEMI PRO
TT SCRAMBLES
Lodi Cycle Bowl, Lodi,
Calif. Dbl. pt. event.
\$3.50/1 bike; \$2.50 2nd
bike. Sign up 8:30-10:30
am. prac. 9-10:30. All
classes inc. minis. \$350 Ex.
purse + 100% p.b. Race
noon. 209/368-7182,
931-3722.

D-37 TT SCRAMBLES
Elsinore Raceway. Hwy.
74 at Lugonia, Lake
Elsinore City, Calif. Sign
up 8 am. prac. 9 am. 10
am. Riders MC.
714/826-2386, 674-5383.

D-36 SEMI PRO
ROUGH SCRAMBLES
Salinas Airport, Hwy.
101 & Airport Blvd. Start
11:30 am. Entry Nov/Jr
\$3.50; \$6 Ex. Dbl. Black
Plate pts. Minis. Ex. Hatch
race. 408/899-2401,
394-8225.

CMC SHORT TRACK
Sand Hill Ranch,
Brentwood, Calif. Prac.
10-11 am, race noon.
Entry \$5. \$3 watch. 100%
Ex. p.b. MX runs same
day. 415/634-3328.

AME MOTOCROSS
Sage Park, 13 mi. N of
Ridgecrest on Hwy. 395.
Halfway btwn. Red Mtn. &
Ridgecrest, CA. Start 9 am.
Entry \$6/\$12 Ex. Gate
open 7 am. Same day
brass. 100% p.b. to Ex.
714/375-4536.

OTHG DESERT RACE
Soggy Dry Lake,
Lucerne Valley, CA. D-37
Rovers MC. Over The Hill
Gang memb. req.
213/881-1929.

CMC MOTOCROSS
Dunlap Cycle Park, 38
mi. E of Fresno, CA on
Hwy. 180, turn on Dunlap
Rd. 4 mi. to track. Starts 9
am. Entry \$6 mail, \$8
post. Pros \$10 mail, \$12
post. 30% brass, 100% Pro
p.b. 2250 E. McKinley,
Fresno, Calif.
209/233-1834.

MARATHON
Fremont Raceway,
Fremont, Calif. 2 man, 2
hrs. 1 1/2 mi. cse. No lic. req.
30% brass. Open 7:30,
minis 8-9, \$4 ride,
125-9:30; 250-noon; Open
2:30. \$8 ride. \$2 watch.
415/327-4461.

INDOOR SHORT
TRACK
Reno Park Sports Arena.
16 mi. on 395. Turn at
Border Town Bar & follow
the black top to blue
building. Reno, Nev.
Classes 100cc-360 N/A/Ex.
Mini 60/80/100. Sign up
8-10:30 am, race 12:30
pm. Entry \$5. Reno Park
MC, 9495 Fremont,
Lemon Valley, NV. 89508.

MDRA TEAM 200
Ponderosa Ave. J to
143rd St., E Lancaster,
Calif. Start 10 am. Entry
\$13 post, \$12 mail.
Pre-ride Sat. noon. 1 or 2
bikes/2 man teams only.
All classes. 25% brass by
class. No memb. req.
714/874-1728, 875-1713.

CMC SEMI PRO MX
Sand Hill Ranch,
Brentwood, Calif. Gate
opens 7 am, race 9. Entry
\$8/Ex \$15. CMC cd. reg.
100% p.b. to Ex. 30%
trophies. Sil. req.
415/634-3328, 634-2086.
AME MOTOCROSS
Indian Valencia,
CA. 10 am, sign
up CANCELLED, race 8, race 9.
213/881-5778.

WIDOWMAKER
HILLCLIMB
Salt Lake City, Utah.
Lined exit I-15 by Point
of the Mountain, 15 mi. S
of S.L.C. AMA National
event. Entry \$10 mail
only. \$25 Exhibition. 6
classes; 175 thru Open.
20% brass; 100% p.b. for
Exhb. Bee's MC. PO Box
46, West Jordan, Utah.
84084. 801/255-2036,
254-3601.

CRC BICENTENNIAL MX
Indian Dunes, Valencia,
Calif. \$1500 purse. 100%
T-shirt day. 30% brass. All
classes & minis. Mail entry
Ex. \$20 post \$25. Sptsman.
\$8 mail, \$11 post.
Non-memb. add \$2. CRC,
24518 Island Ave., Carson,
Calif. 90745.
213/830-7519.

D-37 TT SCRAMBLES
Elsinore Raceway, Hwy.
71 at Lugonia, Elsinore,
CA. Sign up 8 am, prac. 9
am. 10. Riders MC.
714/826-2386, 674-5383.

ITA ATA TRAILS
Saddleback Park,
Orange, CA. Sign up 9 am.
\$5 memb./\$7 non-memb.
PO Box 2155, Orange, CA
92669.

CMC MOTOCROSS
Prison Hill-limed from
Stewart exit, Carson City,
Nev. 89701. Sign up 6-8
am, 8-9 prac., 9:30 race.
Nov/Int \$7 mail, \$9 post;
Ex. \$15 post. 100% Ex.
p.b. GP Productions, 101
Conestoga No. 50, Carson
City, NV 89701.
702/883-5830.

CMC STOCKTON MILE
San Joaquin Cty.
Fairgrounds, Stockton,
CA. Pits open 7 am, prac.
8:30-10, race noon. Entry
\$10, post if avail. \$20.
Watch \$4. Pits pass \$5. All
classes + minis, special Ex.
only events. Semi-Pro 80%
p.b. B&M Promo., 3489 W.
Mueller Rd., Stockton, CA
95206. 209/463-2338.

D-36 MOTOCROSS
Marysville, Calif., under
the 10th St. Bridge. Turn
N off 10th St. in
Marysville, go to 14th St.,
turn L & go over levee.
Sign up 7 am, race 9:30.
Entry \$7. \$2.50 watch.
Yuba Sutter MC.
916/744-2224, 673-9681.

CRC PUCKER BUNNY
FAMILY ENDURO
Charles Place, Red
Mtn., CA. 2 loops. Start
8:01 am. 20% brass, pins.
Mail \$10 & 2 sase to CRC
7601 Arlington Ave.,
Riverside, CA 92503. \$2
disc. to memb. 2&3 man
teams add \$1 per rider. No
chg. for family teams. \$12
post. 714/689-6114.

BOSS CMC SEMI
PRO MX
Sacto Cty. OHV Pk.,
Hwy. 50 to Sunrise in
Rancho Cordova, S to
White Rock, E 7 mi. to Pk.
Gate open 6:30 am, race 9.
Entry \$8/\$15. 100% p.b. +
10% Pro fund. Pros sign by
7:30, race 9.
916/635-5240.

D-37 2nd ANNUAL ROVER
BONER RUN H&H
Lucerne Valley, CA,
lined from Y-Cafe. 10 am
start. 2 fun loops. Hacks
welcome. Spec. Beg. class.
Fin. pins. Rovers MC.

CENTRAL
AMA PRO SHORT TRACK
Ross Down St, 15 min.
from Texas Stadium on
Hwy. 121, btwn. Ft. Worth
& Grapevine, TX. Start 2
pm. Entry \$10. \$1600
purse. PO Box 813,
Garland, TX 75040.
214/276-0409.

SITTING BULL
2000 ENDURO
New Mexico
Championship Enduro. 30
mi S of Carlsbad, N.M. on
Hwy. 137 at Sitting Bull
Falls. A riders \$20, B \$10,
Enduro, Box 1586, Odessa,
TX. 79760. 915/362-5378.

ANTELOPE CREEK MX
Antelope Creek Pk, 8
mi. W of Borger, Tx. on
Hwy. 136; 35 mi. N of
Amarillo on Hwy. 136.
\$1000 purse. Entry \$10.
806/273-6571.

ENDURO
Vinland school grounds,
10 mi. S of 23rd & Haskell,
Lawrence, Kans. Start 9
913/843-8553.

INTER-SHOWS Presents ANOTHER ALL INDOOR MOTORCYCLE (AND RELATED ITEMS) SWAP MEET

- Oil
- Tires
- Boots
- Tools
- Shocks
- Silencers
- Engines
- Helmets
- Leathers
- Even Complete Motorcycles
- All New & Used Parts & Accessories!

Special seller's space price:
Just ten cents per square foot!
10 by 10 foot...100 square foot spaces...
just \$10! Set-up begins at 2 pm, Tues.

Buyers: \$1 (over twelve)
Under twelve: 50 cents

Tues April 13
6:00 pm - 11:00 pm
Ventura County Fairgrounds Ventura

FOR INFORMATION AND TO RESERVE
YOUR SPACE, CALL: TIM FISHER (714) 639-7440
or write to Suzuki of Ventura
INTERSHOWS Phone 805-643-2181
P.O. Box 3334
San Clemente, Ca. 92672

Hwy. 101 Calif. St. exit
nr. Holiday Inn

Cycle News Want Ads do it

TT every Sat. night

Gate \$2.00, Race \$3.00, Sign in 6,
Practice 7, Race 8, All classes, Beg.
thru Exp. Mini thru Open. Clubs or
groups have own class, 20% trophies.
EL SINORE RACEWAY
714-826-2386, 714-674-5383
Hwy. 71 at Lugonia Ave., Lake Elsinore

Perris Racetrack
Last race! April 4

Gates open 7 am. Practice 9 am
1st Race 10:15 am
Short Track - TT Scrambles
30% trophies
Last race by R.A.B.I.
Racing Assn., Inc.
for info: 714-925-2871

FREE CALENDAR LISTING

All events must be received by
noon Thursday to appear in the
upcoming week's Cycle News. No
listings can be accepted by phone.
Fill out blank at right and mail to:
Cycle News CALENDAR, P.O.
Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your
name and phone number (so we can check back
with you) and mail it in plenty of time for it to
reach us by noon Thursday, in order for it to

appear in the next week's Calendar section. The
more weeks it runs, the better you look — so get
it in early! No phone calls, please. We can only
guarantee accuracy on items we get in writing.

Date of Event	Time of event
Type of event (TT, MX, Enduro, etc.)	
Entry fee	Sanction
Location	
Mailing address	
How to get there	
Additional information	
Your name	Number to call for info (with area code)

REGULARLY SCHEDULED EVENTS

This section has been split into two parts (West and Central) to reflect the merger of Cycle News Central with the West paper. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events," "West," or "Central." Events will automatically appear each week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

SADDLEBACK

Saturday Moto-cross
\$3,000 Medical Insurance
3-20 minute motos-Jrs. & Beg.
2-40 minute motos-Int. & Pros.

April 3 - MX & Sambo's 50¢ breakfast
April 10 - Motocross
April 17 - MX using long course (same as Trans Am Series)
April 24 - Motocross

24 hour Info call 714-830-8010
Gate opens 7:30, Practice 8:00, Race 9:00, Finished by 2:30
Beg., Jrs., Int., \$8.00, Pros. \$13.00
No membership or mail entry required.

Race with AME

1st & 3rd Sundays
Valley Cycle Park

Gate opens 7:00 Sign up 7:00-8:30
Practice 8:00-9:00 First event 9:30

2nd / 4th Sunday
Indian Dunes Park

Gate opens 7:00 Sign up 7:00-8:30
Practice 7:30-8:30 First event 9:00
Beg, Jr, Int \$7 Mail, \$10 Post, Pros \$12 Mail, \$15 Post.
AME License required \$8 per yr.

Every Friday Night
Indian Dunes

\$4000 MEDICAL INSURANCE
Sanction Available
A.M.E., PO Box 1421
Reseda, CA 91335 213-881-5778

Ride With The Best

Continental Moto-Sport Club

1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.: \$7 mail, \$10 post; Pros: \$12 mail, \$15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30

2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.: \$7 mail, \$10 post; Pros: \$12 mail, \$15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9

ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE

CMC LICENSE REQUIRED \$8.00 PER YEAR
\$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!

CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

Race Schedule

CRC 213-830-7519

April 4-Indian Dunes (Int'l. Track)
April 11-Bicentennial MX-Indian Dunes
Free T-shirts-\$1500 Purse

The Owyhee MC of Boise, Idaho
presents Boise's famous
TT WEEKEND

April 23- 1/8 Mile Short Track 90% Payback
April 24- Motocross 90% Payback
April 25- 22nd Annual NW TT COME ON UP TO IDAHO
FOR SOME REAL FUN!

For Information phone (208) 342-1261
or 375-6863

Racers' Camping at Track
Spectator & rider insurance provided

WEST

Motocross

CANYON RACEWAY
Phoenix, Ariz. Black
Cyn. Fwy. N to Carefree
Hwy. L to Lake Pleasant
Rd. 602/992-0359. Every
Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif.
714/729-3492. Husqvarna.
Every first & third
Saturday.

CORONA RACEWAY
Corona, Calif. R.A.C.E.
MX. 714/735-1705. Open
MX every Friday night.

CYCLE WORLD RANCH
Downtown Bullhead
City, Ariz. on the
Colorado River.
602/757-8303. Every 1st &
3rd Sunday.

DeANZA PARK
E of Riverside, Calif. on
Hwy. 60, take Theodore
exit. 714/653-2633,
735-1301. Every Saturday.

ELSINORE RACEWAY
Lake Elsinore, Calif.
Hwy. 71 at Lugonia Ave.
714/826-2386, 674-5383.
Every Sunday.

ESCAPE COUNTRY MX
Trabuco Cyn., Ca. San
Diego Fwy to El Toro exit,
E 13 mi. 714/586-7964.
Every Sunday. Every
Saturday.

EUGENE MX
Eugene, Ore. I-5 to 125
W in Eugene to Danebo.
11th & Danebo in Eugene.
503/344-0140. Every
Sunday.

FLY-N-RACEWAY
Thermal, Calif. 6 mi. S
from Indio, take Airport
Rd. to track.
714/328-4512. 1st & 3rd
Sundays. AME MX.

IRWINDALE RACEWAY
Irwindale, Calif. CMC
Nite. 714/557-3323. Every
Friday.

LIVE OAK RCWY
9 mi. N of Yuba City,
Calif. on Hwy. 99-signs to
track from stop light. Live
Oak Racing Assoc.
916/673-1090, 673-7767.
Every Saturday.

ORANGE CTY.
INT. RCWY.
Irvine, Calif. AMC Nite
MX. 714/581-2778. Every
Wednesday.

**RAWHIDE
CYCLE RANCH**
Elsinore, Cal. 2 mi. E of
Hwy. 71 on Hwy. 74.
213/928-4552. Every
Sunday.

SADDLEBACK PARK
Irvine, Calif. S.A.M.
714/830-8010. Every
Saturday.

SAND HILL RANCH
Brentwood, Calif. Take
Vasco Rd. turnoff from
580 & follow to Camino
Diablo, turn R, first ranch
on R. 415/634-3328, 6
634-2086. CMC MX every
Sunday.

395 CYCLE PARK
Adelanto, Calif. On
Hwy. 395. 714/246-6109.
Every 2nd & 4th Sunday.

VALLEY CYCLE PARK
Hwy. 23 & Tierra
Rejada Rd. S of Moorpark,
Calif. 805/529-9546. Every
Sunday.

Dirt Track

CYCLE LAND SPDWY
14 mi. S of Chico, Ca.
on 99 E. 916/342-9302,
342-4216. Rough
Scrambles every Sunday.

ELSINORE RACEWAY
Lake Elsinore, Calif.
Hwy 71 at Lugonia Ave.
Night TT. 714/826-2386,
674-5383. Every Saturday
night.

MANZANITA SPEEDWAY
35th Ave. & Broadway,
Phoenix, Ariz.
602/276-7575. AMA TT
Scrambles every
Wednesday night.

PERRIS RACEWAY
Perris, Ca. Btwn. Hwy.
395 & Hwy. 71 on Hwy.
74. 714/925-2871. TT &
ST every Sunday.

395 CYCLE PARK
Adelanto, Calif., Hwy.
395. 714/246-6109. TT &
HM 1st & 3rd Sundays.

Meetings

M.O.R.E.
Orange Cty. Chapter.
OCMC Clubhouse: Track &

Newhope St., Graden
Grove, Ca. 714/542-8964.
1st & 3rd Tuesdays.

M.O.R.E.
San Fernando Chapter:
1523 Fifth St., San
Fernando, Ca.
213/361-8530. 2nd & 4th
Tuesdays.

Hill Climb

SADDLEBACK PARK
Orange, Calif.
Saddleback Hill Climbers
Assoc. 714/639-5832.
Every 4th Sunday of
month.

Speedway

ELSINORE RACEWAY
Elsinore, Calif.
Speedway Practice.
714/826-2386, 674-5383.
Every other Sunday.

CENTRAL

Motocross

ANTELOPE CREEK MX
8 mi. W. of Borger,
Texas on Hwy. 136 N of
Amarillo on Hwy. 136, 30
mi. to Fritch, 4 mi. E. of
Fritch on 136.
806/857-3733. Every 2nd
Sunday.

**ARMADILLO
MOTOPARK**
Irving, Texas. County
Line Rd. S from Hwy 183.
Track 2 mi. on R.
214/252-7864. Every 2nd
Sunday Pro-Am. Every 4th
Sunday Jr/int.

AUSTIN MX PARK
Austin, Tx. Pro-Am.
512/451-2326. Every 1st,
3rd & 5th Sunday.

BARRON FORD MX
4 mi. E. & 4 mi. S of
Tahlequah, Okla.
918/456-8421. Every 1st &
3rd Sunday.

BIG CREEK PARK
Near Lake Summerville,
Tx., next to Big Creek
Marina. 713/822-9430.
Every 2nd & 4th Sunday.

BIG DIG
Albuquerque, N.M.
Broadway to Los Placeros
Rd. S, turn L cross bridge
& turn L to Albuquerque.
1 mi. past Drag. 1
mi. 505/298-7013. First
Sunday.

**BLOOD, SWEAT
& GEARS INC.**
Stillwater, Okla. I-35 to
Stillwater, exit (Hwy. 51),
E 4 mi., then 2.5 mi.
405/336-5173. Nights.
Every 1st & 3rd Sunday.

CENTEX MX PARK
Cameron, Tx. 4 mi. W of
Cameron on Hwy. 36 &
190 towards Temple.
Pro-Am. 817/697-2835.
D-20. Every 1st & 3rd
Sunday.

COAL CREEK RCWY
Lafayette, Colo. I-25 N
out of Denver to Hwy. 7,
W on 7, 4 mi.
303/443-0825. 2nd
Sunday.

DAVIS
Davis, Ok., 3 mi. S of
Davis on Hwy. 77, or 1/2 mi.
N of I-35 on Hwy. 77.
405/369-2117. Every 2nd
& 4th Sunday.

DENTON VALLEY MX
From Dallas, Tx., take
I-35 S to Loop 288 exit, W
till light. N on McKinney
Rd. past Mayhill to track.
817/382-1607. Every 2nd
& 4th Sunday.

HI-NOON OPTIMIST MX
Big Spring, Texas. 1 mi.
N of I-20 on FM 700.
Hi-Noon Optimist Club.
915/263-1278. Pro-Am.
Every 2nd Sunday of
month.

**INDIAN
TERRITORY RCWY**
Prague, Okla. 5 mi. N of
Prague on Hwy. 99-then 2
mi. W & 1/2 mi. N.
405/567-2241. 1st & 3rd
Sunday.

KLEBERG PARK MX
Kingsville, Texas, 1 mi S
of Kingsville.
512/595-5266, 592-1902.
Every 1st Sunday.

K & R PAULS VLY
Exit-I-35 at Paoli, Okla.,
4 mi. E, follow signs. Pauls
Valley, Okla.
405/484-7546. Every 1st &
3rd Sunday.

**LAKE WHITNEY
CYCLE RANCH**
Lake Whitney, Texas.
I-35 to Hillsboro, W on
Hwy. 22, about 15 mi. to
FR 2960. Left 3 mi.
817/694-2901. Every 4th
Sunday.

LONG ACRES
12 mi. W of Mannford,
Okla. on old Hwy. 51.
918/865-4028. Every other
Sunday.

**MOSIER VALLEY
MX PARK**
Euless, Texas. Hwy. 157
N from Dallas-Ft. Worth
Tpk. (I-20) 5 mi. L on
Mosier Valley Rd. to track.
Pro-Am. 817/267-9153 or
277-9917. Every 1st, 3rd &
5th Sunday.

OAK HILL
Between Alvord &
Decatur, Tx. on Hwy.
287-81. Exit at Mt. Zion
Rd. 817/427-2663. Every
2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tx. 3 mi. E of
Lufkin on Hwy. 103.
Pro-Am. 713/634-3122.
First Sunday.

OAK TREE MX PARK
1 mi. off Hwy. 35 on
FM 46, Danbury, Texas.
713/849-4461 or
922-1145. AMA Every 2nd
& 4th Sunday.

**PARADISE VALLEY
MX PARK**
Alvarado, Texas. 3 mi.
S. of Alvarado on I-35 W.,
Greenfield & Barnsville
exit 2 mi. E & follow signs
to track. 817/783-2778,
640-1994. Every 2nd &
4th Sunday.

RIO BRAVO PARK
Houston, Texas.
713/991-3230 or
458-0090. Every 2nd, 4th
& 5th Sunday.

SAN ANGELO TX
S on Hwy. 277 8 mi.,
then W 2.2 mi., follow
signs. San Angelo, Texas.
915/655-5061. Every 3rd
Sunday.

**SAN MARCOS
MOTOPARK**
San Marcos, Texas.
512/392-5979. Every 2nd
& 4th Sunday.

**SEMINOLE CTY
MX PARK**
Seminole, Okla. 9 mi. S
of Seminole on new Hwy.
99. Pro-Am.
405/382-5818. Every 1st &
3rd Sunday.

SOONER MX PARK
Amber, Okla. 37 mi. SW
of Okla. City, take Hwy.
37 to Tuttle, then Hwy. 92
S to Amber. Amateur.
405/672-9629, 239-8532.
Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
3 mi. S of Lockhart, Tx.
on Hwy. 183.
512/398-3328. Every 4th
Sunday.

SQUABBLE CREEK
Rockwall, Texas. I-30 to
Rockwall exit, Hwy. 205,
turn N, 6 mi. thru down,
to FM 552, then L to
track. 214/272-6376.
Every 1st, 3rd & 5th
Sunday.

STEMMONS CYCLE PK
I-35 btwn. Carrollton &
Lewisville, Tx., exit Sandy
Lake Rd. Go N, 3 mi. on
R. 214/241-4270. 1st, 3rd
& 5th Sunday.

TWIN OAKS PARK
13 mi. NE of Claremont,
Okla., on Hwy 66, to end
of 4-lane. 1 mi. E, 1/4 mi. S.
Look for signs.
918/341-1143. Every 2nd
& 4th Sunday.

Dirt Track

BAYTOWN RACEWAY
Baytown, Tx. Exit I-10
at North Main exit, 2 mi. N
of I-10. Pro-Am.
713/576-6025. Every
Sunday.

**COLO. NAT'L
SPEEDWAY**
Erie, Colo. 20 mi. N of
Denver on I-25 & follow
signs. Pro-Am.
303/443-0825. Every 1st &
3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short
Track. 918/446-6650.
Every Friday night.

THUNDERBIRD PARK
5 mi. E of Claremore,
Okla. 918/341-8282. Every
Saturday night.

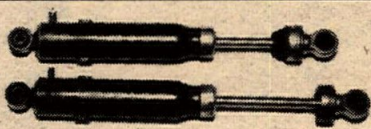
**WILL ROGERS
MEMORIAL CENTER**
Barn 8, Ft. Worth,
Texas. 817/268-0681,
214/276-0409. Every
Saturday night.

Hillclimb

DALLAS TX
Btwn. Hwy. 80 &
Dallas-Ft. Worth Tpk on
Dallas. 214/337-7534.
Every 3rd Sunday.

LAKE WHITNEY RANCH
Lake Whitney, Tx.
Texas Hillclimbers Assn.
214/337-7534. First
Sunday.

WANT ADS



Honda red frame owners

Only getting 5 1/2" rear wheel travel can now get 7 1/2. We modify, refill oil to nitrogen, along with our 6 month seals. Then compare your shocks with some of the higher priced models. Satisfaction guaranteed, \$27.50 plus tax & postage. Hilesalu Mfg. Co., 322 N. Lima St., Burbank, CA 91505. (213) 842-3280. (13)

"Munari & Norstar boots"

\$59.95

Will ship anywhere. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (46/TFN)

\$15/30/5 LIABILITY INSURANCE, 12 months rates: 70cc's \$24, 250cc's \$38, 500cc \$60, 650cc's \$73, 1200cc's \$85. (All other coverages available). (213) 679-3318. California Motorcycle Insurance Agency, Box 92867, Los Angeles, CA 90009. (1/TFN)

Prospectors M/C Hare & Hounds

from here to there! (12/9x)

1973 Chevrolet Sportvan

Power steering, power brakes, V8, automatic trans, radio, air conditioning, extra fuel tanks, new tires, new shocks, trailer hitch. A bargain at \$3195. Call (213) 427-7433 ask for Rhea.

Now in stock

YZ 250s, YZ 400s, YZ 80Bs, YZ 125Xs & XT 500Cs. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California. (213) 587-7244. (10/TFN)

'74 1/2, 125 Penton MX-Enduro

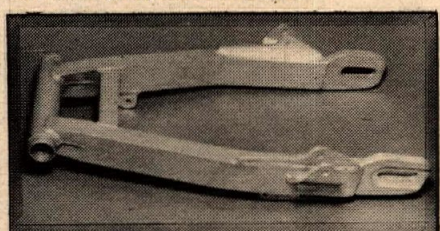
7 1/2 inch Ceriani front, 6 1/2 inch Currucci rear, two tanks, many extras, excellent condition. \$750 — offer. (714) 879-7217. (13)

TM & RM 125 + 32 Mikuni

Chic's Suzukis! '74 TM, new laid down Arnacos, stored 9-mos., \$450. Skidplate, \$15. '75 RM, ported 'n' fresh, \$600. New 32 Mikuni, \$30. Denise (213) 797-5874; 227-2953 days. (13)

'71 TM400 Suzuki, \$400

Absolutely immaculate. Has not been ridden for 3 years and only trail ridden before that. Long swingarm & Waters skid plate, excellent play bike. (213) 866-6765. (13)



TT 500 swingarms \$119.95

Super strength boxed aluminum. Total weight only 5 lbs. Fits stock frames with no modification. Adjusts to 1" longer wheel base. Our other fine products include: Hi-Pipes, aluminum skid plates, cams, carb kits, air filter kits, rear shocks, air/oil fork kits. O.C.C./Mono-Mods, 13666 Harbor Blvd., Garden Grove, Calif. 92643. (714) 530-7340. (13/3x)

'74 CZ

Purchased 6-75, new. Works Performance shocks, GP forks, 2 tanks, torque pipes, padded seat, tools, gearing. Plastic abound, fresh motor, new tires, immaculate machine, \$695.00 or best offer. (213) 347-3197 or (213) 348-8342. (13)

'75 BULTACO 250 PURSANG — Square Amal — beautiful — extras. \$800.00 or offer. (213) 433-7592. (13)

'73, 360 Yamaha MX

Plus desert tank. Must sell, \$350.00. Call after 4:00 p.m. (213) 636-3788. (13)

PK equipped Honda XR-75

Full race cam, racing valve springs, DG pipe, laid down CZ shocks, super-fast, \$375. (213) 241-9455. (13)

Trick suspension!!!!

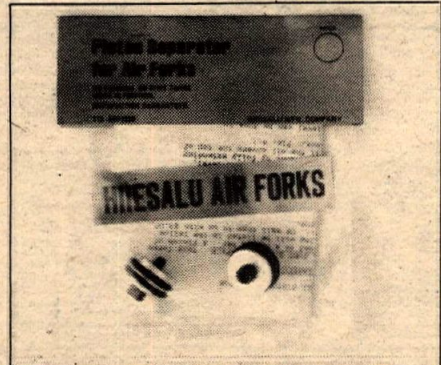
Lay down, most bikes, \$65.00. Bilsteins, \$83.95. Boge, \$43.95. Fox Shox, \$93.00. Works Performance, \$105.00. Fork kits for all RMs, \$29.95. G.S. Sigman Race Car Engr. (213) 830-4678. (10/4x)

Shoestring wheel works

Wheels laced, \$16.00. Trued, \$6.00. Wheel off machine tire off. Call for appointment. (213) 439-8239. (2/TFN)

Motorcycle trailers

Special 4 rail heavy duty No. 2000 cap., \$235.00. Ken's Custom Trailers, (213) 634-6287 or (213) 862-8601. (8/TFN)



Piston separator for air forks

Prevent an equal air pressure & foaming. More positive dampening. Testing has shown as much as 8 lb. or more pressure change in normal air forks. But with our piston no change could be detected. \$9.95 for piston set. \$7.95 for Honing forks. Are sent back same day. Hilesalu Mfg. Co., 322 N. Lima St., Burbank, CA 91505. (213) 842-3280. (13)

Honda Elsinore 250

2 tanks, skidplate, frame mod, new rebuilt engine, \$550.00. (213) 540-0121 or (213) 370-7808. (13)

Trail riding or trials

1973 Bultaco Sherpa T (326cc), \$595 and 1974 Yamaha TY80 (perfect for beginning rider), \$275. Both are in very good condition and well maintained. (714) 846-5606. (13)

Career opportunities

Yamaha dealership serving Galveston County, Texas, has immediate openings for manager, mechanics and parts personnel. Growing business offers good salaries and incentives for experienced applicants. Send resume or ask for application. Pat Ball, Box 4020, Baytown, TX 77520. (713) 422-3551. (13/4x)

Penton 400

Perfect condition, with spares, \$1100.00. (213) 549-4972. (13)

'74 Suzuki TM 125

Showroom condition, extended swingarm, Diamond chain, aluminum bars, gas forks, 30mm carb, D&G 32 Fin head, TM pipe, Elsinore piston, much, much more. \$500.00. (714) 774-3680. (13)

'74 1/2 BULTACO PURSANG. Clean, almost new; taking double major in college no time to ride. Extra tire, tank molds. \$850/offer. (714) 644-2729. (13)

TZ 250, clean & fresh, \$1500.00. (303) 755-4387. (13/3x)

'74 Kawasaki 450

Modified desert suspension, hi pipe, bash plate, CDI, fresh bore, strong & dependable, \$600 firm. (714) 834-1539. (13)

'72 Yam MX & '74 Yam tracker

250cc DT2-MX in mint condition, completely rebuilt inside & out! Many spares, \$450.00. '74, 360cc Champion frame, Betors, Girlings, ported, etc. Fast, reliable, \$1000.00. (714) 870-8561. (13)

Malcolm Smith M/C

OLDEST HUSKY DEALER IN U.S.A. Husqvarna, KTM, Yamaha, Hodaka. Also fast mail order service. Malcolm Smith M/C, 1689 West LaCadena, Riverside, CA 92501. (714) 686-8014. (8/TFN)

Finisher pins

Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

'74 Husky 250 RT wide ratio

Never raced, on original bore, \$775.00. '70 Suzuki 90 dirt bike, good beginner's bike, \$175.00 or best. Mornings (213) 439-4512.

'73 OSSA 250 TRIALS. Fresh engine, Mikuni carb., new 2-ply tires, Renthal bars, Maguras, many excellent features, \$475.00 or best offer. Call after 5:00 (714) 847-8460.

'72 Yamaha 125 MX

Brand new engine rebuild, Webco fork kit, Webco head, 28mm carb, clean, \$300.00. (213) 472-8918. (13)

650 Yamaha, only 700 miles

Engine & rear hub went in mile racer. All parts complete and new condition for rest of bike. 1972 model with disc brake, in crate 4 years. \$300.00. Call nights (408) 734-4422.

'72, 360 Yamaha eng. in

Boyd & Stellings frame, No. 1, Boge, 38 Mikuni, many extras, super bike. (714) 642-4872. (12/2x)



Brightly colored white Tee-shirts

Two styles: "Improve the Desert" and "Motocross-USA" (motocross also available only on back). Heavy duty 100% cotton. Size: small, medium, large, X-large; \$4.95 each. Bumper stickers: \$1.00 each. Send check to: Quick at Quill, P.O. Box 8103, La Crescenta, Calif. 91214 (Calif. residents add 6% sales tax). (13/2x)

'72 Maico 501

Koni Poppys, new pipe, new topend, new Mikuni carb 38mm plus extras. Trade for 650cc or bigger street bike, cash if need. \$600.00 or best. Bill (213) 996-6433. (13)

MONTESA — VR 250cc. ENGINE NEW, never ran, (complete). \$265.00. (714) 992-0165 or (714) 925-9167. (13)

'74 VR \$545.00 (213) 793-2855

1975, 360 GP Husky

Xlnt. condition, taken care of. (714) 922-6786. (13)

CZ 175 street bike

Like new, less than 100 mi. on bike. Must see — \$450.00 cash. (213) 869-5178. (13)

Rickman Metisse 250

Better than new, T&M pipe, Mikuni, alloy bars, little used, \$395.00. '72 Yamaha 100cc, new knobs, P.P., 21" front, street equip. avail., \$350.00. (714) 968-0852. (13)

'74 Husky 125

Little used, excellent condition, ported, Koni, reed valve, Betor forks and many other extras. \$600.00 cash. (213) 479-5652. (13)

Must sell

1975 TM-100, less than 15 hours on bike. In original condition, \$450.00. (213) 376-4150.

Parts

Yamaha; 250-360 enduro forks, \$40.00. '73, 125 cylinder, piston, rings, \$40.00. 250, 1970 cylinder, piston, rings, \$30.00. Misc. Yamaha parts. (714) 246-8181. (13)

Trailer, motorcycle, 5 bike

with electric brakes, wide oval automotive tires, super heavy duty construction throughout, built for dune buggy + one bike. \$450.00. Ask for Tom (714) 244-3550. (13)

1975 Yamaha DT 400 enduro

1200 miles, ridden to work only, being transferred overseas. \$775.00. (714) 269-6660. (13)

'74 Yamaha 250 YZ, \$625.00

Koni shocks, Hanneman tank, etc. Xlnt. cond. (714) 971-1589. (13)

'75, 360 GP Husky

Sun rims, many extras, best offer. (213) 769-2707. (13)

'73 Yamaha 175 MX

Converted, ported, polished, milled, reed valve, chamber, 21", Preston Petty fenders & big tank, yellow. Wife's bike, must sell, \$450. Clean & fast. (213) 996-4736. (13)

NEED FRAME and swingarm from '71-'75 TM-TS 250, no junk. (714) 689-4774. (13)

'75-2/3 Honda CR250 MI

S&W improved forks, Marzocchi's Phase II porting, carb., new tires, \$950. (213) 943-4465. (13)

Shell frame 360

'74 Yamaha motor, S&W shocks, quick change wheels, front spool & brake; 1 DNF my Novice year, \$1350. After 7 p.m. (503) 673-6425. (13)



Russ Darnell MX Schools Easter

vacation. Argyll Park, Dixon, Calif., April 10 & 11. Indian Dunes, April 13 & 14. Saddleback, April 15 & 16. Entry \$30.00. This school will cut your lap times more than a \$300 engine performance kit. (213) 367-1722. (10/3x)

Cycle trailers \$176 & up

Major brand 2-5 rails — small or large wheels. Utility & car trailers also. Hitches, T1-downs & acc. All 20% off list. MSC, Sun Valley (213) 767-1757. (11/3x)

Champion Kawasaki 350

Primo port job, Ceriani, Koni, Snowflake, F81-M mag, close ratio, 34 Mikuni, spare cys., pistons, cranks, tires, gearing, etc. \$1100/offer. Spare motor, \$250. Late nites (213) 864-1704. (13)

'72 Bultaco Astro 250

Been stored, new top end, good clean condition. Must sell, \$350.00/trade? Also have 100 Centurion, super trick, \$300.00. After 6 p.m. (714) 635-2927. (13)

'71 Husky parts cheap

Complete frame, swingarm, 250-400 chambers, outside case covers, complete clutch, mag, brand new 250 Bauch mag, etc. Or trade for small bike. (714) 365-7742. (13)

'75 Honda XR-75

Stock with laid down Koni, excellent condition. Must sell, \$325. (714) 827-8979.

'74, 360 M.X., like new, must sell. (213) 634-5249 or (213) 428-1122. (13)

Bultaco parts

MK-8 swinging arm, \$15.00. New 3 gallon tank, \$30.00. 250 engine, \$350.00. MI-8 forks & frame, \$100.00 each. Wheels, \$20.00. More. (213) 896-6209. (13/2x)

Going to jail sale

'73 1/2 Maico 400, excellent shape, must sell, \$600.00. (213) 899-5702. (13)

Super sano Suzy '73 TM 125

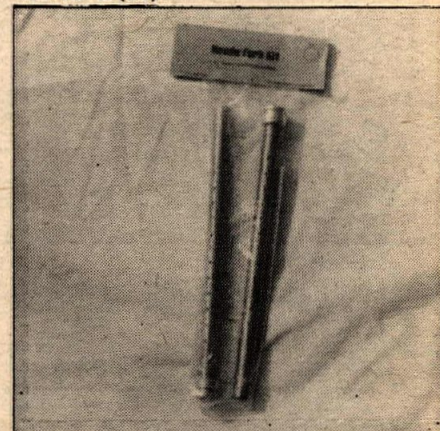
Oil cooled F.M.S. Koni, ported and polished, T&M pipe, D.G. forkit, D.G. swingarm, Maico fenders, super play bike, never raced. Make me an offer. (213) 421-4072. (13)

Such a deal

'75 1/2 Bultaco 250 Pursang. Marzocchi shocks, plastic fenders, CZ bars, new front D.I.D., chain tensioner, Phase II filter, + more. Asking \$950.00. (714) 529-3663. (13)

Bitchen RM125!

Full factory kit barrel, pipe, carb, airbox... CH manifold, 30, 32, 34 spare carbs, fork kit, Andres bars, alloy sprocket, fresh knobs, extra kit, barrel, DG pipe, gaskets, cables... xlnt. cond. Maintained by shop, first \$725.00 takes. After 7:00 (213) 463-1848. (13)



Honda Elsinore fork kit 8 1/2

They work with air or springs & have progressive dampening. Fits CR125 8 1/2" & 250 8 1/2". Also call on other Hondas. \$24.95 plus tax and postage. Hilesalu Mfg. Co., 322 N. Lima St., Burbank, CA 91505. (213) 842-3280. (13)

Manager

Are you looking for a top notch manager to head up your agency. I have successfully managed Honda & Yamaha. Willing to relocate in or out of California. Will send resume upon request. Write: Cycle News, P.O. Box 498 Dept. G.U.Y., Long Beach, CA 90801. (13)

Mechanic needed

Kawasaki experience. Must have own tools. (213) 848-6627. (13)

'73 1/2 Maico 250, \$725

4-speed, radial Fin, moved shocks, new fenders, other new access. Ridden twice in last 12 mo., great cond., hasn't been trashed. (213) 423-8759. (13)

the continuing adventures of MotoCross Got

© 75 Tony Bell

AT LAST, GENTLEMEN, MITZOBUCKSI INDUSTRIES IS PREPARED TO RELEASE - AFTER SEVEN YEARS OF DEVELOPMENT - THE PHANTOM FLASH SIX! ALL DEPARTMENTS PLEASE REPORT!

ENGINEERING? THE POWER PLANT IS SIX CYL, FOUR VALVES PER, NO MOVING PARTS! 200 H.P.!

HANDLING? 100% COMPUTER DESIGNED, ROAD TESTED TWO MILLION HOURS! THE ULTIMATE!

STYLING? CREATED BY A TEAM OF 14 ITALIAN AND 6 FRENCH DESIGNERS! THE ULTIMATE!

SAFETY? INTERNAL GYROS PROVIDE A UNIQUE EFFECT - IT WILL NOT FALL OVER!

SO IT'S SHIPPED TO THE STATES AND...

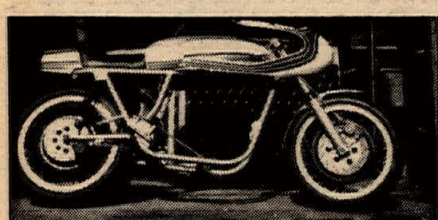
PREMIER SHOW THE PHANTOM FLASH SIX

I'LL BET A HARLEY 74 WOULD FIT IN THERE!

A BUDDY SEAT NEEDS TWO MORE HEADLIGHTS!

EXTEND THE FORKS TWO FEET!

SISSY BAR! NEED UP PIPES DOWN PIPES!



RICKMAN CAFE FRAME with Rickman conical discs set up for Tri, \$900. Also '69 Norton with Weber (super clean), \$700. After 6 (213) 439-3806. (13)

'71 Yamaha 90 MX
Good condition, clean, new ring, piston, \$280.00. (213) 447-9933. (13)

Wanted experienced parts manager & M/C sales person
For Honda & Yamaha store in Lake Tahoe. Call (916) 541-0896, evenings (916) 541-5530. (13/4x)

1971 Dodge Yamahauler, \$2100
V-8, auto, new dual point distributor, alternator, carb, headers, etc. 1/2 ton 8 foot swepline, C.B. antenna, bullhorn, 72,000 miles. Days (213) 624-6281, nights (213) 448-5531. (13)

'73 Honda Elsinore 250
MX ready, real sharp, \$550.00. (213) 451-3177. (13)

Trackmaster Triumph
Built by Sellers of Phoenix. Race-ready, 1/2 mile or more. No reasonable offer refused. (213) 450-4118. (13)

1970, 250 Husqvarna
Lay-down Konis, Burak pipe, extra desert tank, Amal carb, perfect play bike, but still competitive, \$400.00. (213) 367-3309. (13)

Trackmaster special
350 Trackmaster Honda short track. Moto-X, 5 shock positions, Betor forks, Barnes wheels, Venolia piston, Web cam, raced 5 times, over \$2,000 inv. Sac. \$1,325. (213) 360-3673.

Street bikes for cheap
'73 CB 350 Honda, super sano, stock, fairing, disc brake, \$525.00. '72 S-2, 350 Kawasaki Triple, fairing and matching box, \$475.00. Both xint. condition. (213) 360-7685. (13)

Husky 125
Very fast, very clean, porting pipe, new swingarm, Boges, Mikuni, much more. Ultra trick, \$525.00. (213) 592-5469. (13)

'74, 250 Pursang
FMS, 2 everything, new condition, \$650/offer. (714) 544-2155. (13)

****Desert, enduro or Baja****
'72 Yamaha 360 MX, enduro piston, speedo, Konis, de-tuned & retro-fitted for smooth power, \$495.00. Diamond Bar (714) 595-5291. (13)

Trade for car
1974 Yamaha TY250. Hardly any hours. \$750 or trade for late '60's car. Call during weekdays, Don (213) 635-5421. (13)

'74 Bultaco 360
360 Bul, new engine (5 hrs.), gas/oil Girlings (laydown), w/Fox air forks, \$750.00. Xint. condition. (213) 396-4678. (13)

Maico 400 GP
1974 1/2 cantilevered, Bilsteins, Poppy fork kit, 8 1/2" front & rear, new bore, new trans, Diamond chain, DID rims, Petty fenders. Must see to believe. Broken leg forces sale, \$900.00. (213) 457-2483. (13)

Instant handling
Buy my complete Maico chassis less engine, 8 1/2" front and rear, Bilsteins, DIDs, Diamond, Poppy forks, \$675.00. Excellent. Tele. (213) 457-2483. (13)

1975 Bultaco 360 Astro
Cherry condition, raced only 6 times. Stock trim, except 38mm Mikuni and Bankey pipe. Many extras. Will sacrifice \$1000.00 or best offer. (303) 564-9176. (13)

'75 YZ250 Yamaha
Canadian assembled, never raced, rode twice in 12 mos. \$950. (213) 423-8759. (13)

'75 Husky 400 WR
Great condition, very fast, Curnutts, sprockets, Honda seals, Terry cables, DIDs, new air box. Bought and tuned at Malcolm Smith's M/C. \$1000.00. (213) 633-2926. (12/2x)

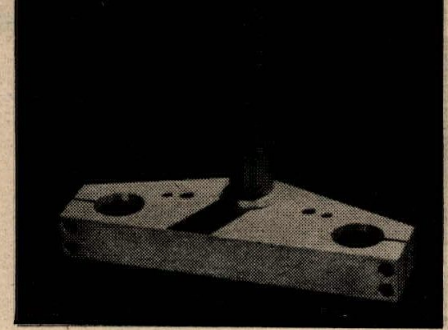
1967 Kawasaki F2-TR parts
Engine, gearbox, swingarm, frame, etc. Also "Gyt kit" cylinder, piston & head. Call (213) 427-7433 ask for Mr. Nor Velle. (10/TFN)

'73 trick 400 CZ
Has everything but a tape deck. \$600 or best offer. (213) 924-4888. (10/TFN)

Harley mechanic
or parts man for Reno dealership. Up to \$250/week. Great area for skiing, hunting, riding. Must care about people and his work. (702) 329-3842. (12/4x)

1976, 125 MONOSHOCK. \$750. Long travel shock and forks. No. 520 chain kit, Pro-Tec chain tensioner, Inter-Am bars, Magura power levers, S&W fork springs and more. (213) 581-1733. (13)

Monoshock Yamaha YZ80, 1975
24mm Mikuni, reworked pipe, milled head, ported and polished cylinder, 2.75x16 front, 3.00x14 back tire, real fast. (817) 937-3082.



Yamaha wash-out?
Cure it! Install my custom triple clamp. Will fit any tube diameter on request. For most bikes. Changed geometry makes cornering positive and stable. All hardware included, \$79.00. Contact Bill Cramer, Box 25, Apache Junction, AZ. (602) 986-9262. (13)

Reward
for information leading to recovery of '76 TT500C S/N 583000790 and '72 RT2MX S/N RT1 189879 liberated in Upland 3/15/76. After 6 (714) 985-0378. (13)

TZ Yamahas
New and used road racers - TZ 750B - TZ 750C - TZ 250C monoshock. Call for further information. We will ship anywhere. (513) 372-6621. (13/4x)

Triumph Bonneville 650
1970 Triumph T-120R. All stock, many new parts. \$800.00/offer. Call (213) 559-6923.

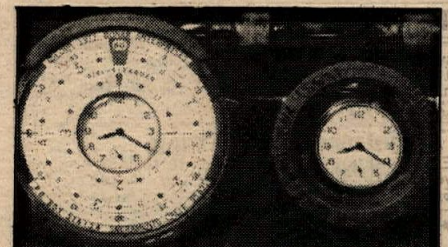
'71 Ossa Stiletto 250
Good condition, new 4:50x18 knob, need bucks for school. Asking \$350.00. (714) 979-7964. (13)

'70 & '71, 400 Husqvarnas
Both like new. New pistons, gears, tires, shocks, and many costly extras. \$450.00 & \$525.00 or best. (213) 767-5624 eves. (13)

SALE: '75 RD 350 YAMAHA, low miles, excellent condition - trade '72, 250 MX Yamaha, excellent condition for XR 75 Honda. Call after 5:30 p.m. (213) 697-0834.

'74, 250 YZ. PROFAB FMS, Konis, new engine, Trickit, Andres, excellent condition. Not ridden in over six months, \$700.00. (714) 838-3737. (13)

Yamaha RD 350
Ex-Prod. racer back on the street, \$450.00. With extra stock cylinders - or best offer. (213) 795-8741. (13)



1) ENDURO TIMEKEEPER ("Dial-A-Enduro") \$29.95 (wo/watch \$23.95). 2) POCKET WATCH HOLDER \$9.95. (10 day trial - \$1.00 for post. & hand. - California residents add tax). Bonar Ent., 3128 Auburn Blvd., Sacramento, CA 95821.

'72 HUSKY 250-WR, stock, new ring, Curnutts, good condition. (213) 367-1333.

'70 Kawasaki 350 dirt bike
Good condition, dependable, desert ready. Call after 6 p.m. \$375. (213) 285-1827. (13)

*****Trick '73 Yamaha 100 MX*****
Ported, milled, 125 reed valve, forward mounted Arnacos, 21" front, plastic tank, fork kit, good tires, new piston, and more. Meticulously maintained. Must see! Make offer. (213) 271-1493. (13)

1969 PENTON 125. WIFE'S BIKE. Fresh engine, clutch, Filtron, ridden very little, low mileage, excellent condition, \$250. Call before 10 p.m. (213) 833-6477. (13)

KTM 1974 3/4

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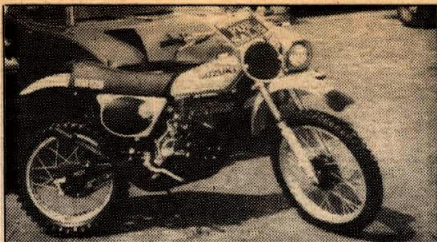
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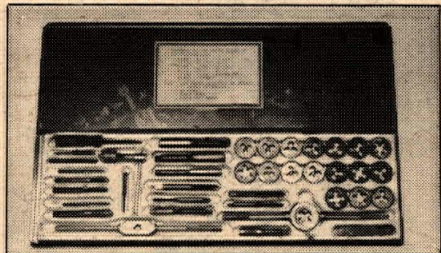
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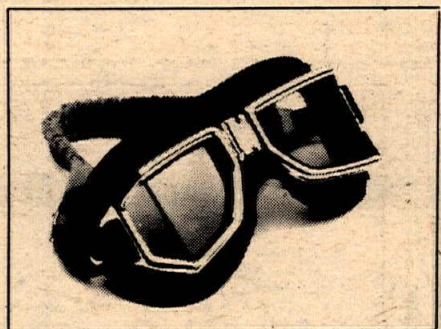
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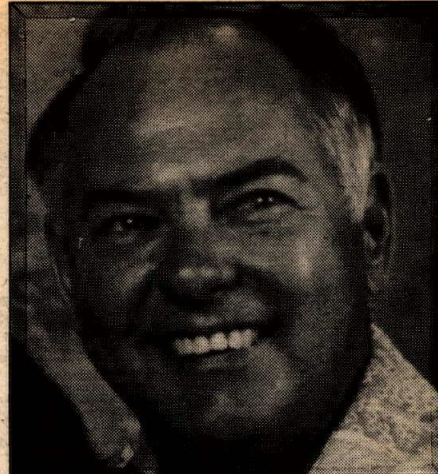
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LEBARD & UNDERWOOD. 321 E. Imperial Hwy. La Habra, Ph: 714/879-8252 or 213/691-0553. Sales, Service, Parts & Insurance. Honda, BMW & BSA. Parts Dept. open Mon-Fri. 9-9, Sat. 9-5, Sun. 11-5.

Long Beach

HARLEY DAVIDSON OF LONG BEACH. 3654 Long Beach Blvd. 213/426-7101. H-D dealer for Long Beach area. Full line of parts & accessories for both Road & Competition riders. Top quality service, fully equipped svc. dept. Open Tues.-Fri. 8:30 to 5:30, Sat. 8-4:30.

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HARLEY DAVIDSON OF LOMITA. (2 miles west of Harbor frwy) between Crenshaw & Western in the South Bay Area. We specialize in late model parts, prompt service and volume sales of new and used Harley Davidson Motorcycles. Tues.-Sat. 8:30 to 6:00, Sat. till 4:30. 213/534-5530

PACIFIC COAST HONDA. 1820 W. Pacific Coast Hwy. between Western and Crenshaw. Sales & Service & Financing for those hard to get CR 125M and CR-250M parts and accessories. Also a complete line of street accessories. Honda generators. 213/326-3810.

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CALIFORNIA SUZUKI OF ORANGE. Orange County's exclusive one stop Suzuki dealership. Complete stock of all models. Full service. Machine shop. Large inventory of parts & accessories. Insurance. M/C trailers. Open 6 days. Mon.-Fri. 9 am-8 pm. Sat. 9 am-6 pm. Close Sundays. 1915 E. Katella Ave. Katella off-ramp Newport Freeway. 714-639-7771.

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THIS YEAR HONDA MADE THE TOUGH RED GARTER ENDURO SEEM AS EASY AS

1,

Jay Tullis
MR-175



2,

Rick Munyon
CR-125M



3,

Mike Adams
MR-250



This year's Red Garter National Enduro looked so bad, Class C riders were invited to stay home.

Five hundred brave A and B riders tackled the 125 miles of Sahara-like sand washes, Everest-size rocks, Grand Canyon downhills...and pure California dust.

You'd almost figure a Honda would finish first. Enduro expert Jay Tullis did just that on his specially-prepared MR-175, with only two points lost!

But hot on his heels came Rick Munyon on his modified Elsinore™ CR-125M.

Then third was Mike Adams with his box-stock MR-250.

Each winner dependable.

Each powerful.

Each a Honda.

All Honda riders probably had the same reaction to the 1976 Red Garter...“It was a snap...”

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